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LEAGUE OF NATIONS ASSEMBLY.

Dr. Wellington Koo's Address.

(Reuter's Service.)

Geneva, September 5.
The second meeting of the Assembly of the League of Nations opened today. The scene was most animated, and the public galleries were well filled. Delegates from forty-eight States were present compared with forty-one last year. Dr. Wellington Koo presided, and an eloquent address, delivered in English, dwelt on the progress of the League since the last meeting, and forestalled greater progress in the work of international peace.

Dutch Foreign Minister as President.

Geneva, September 5.
The Dutch Foreign Minister, Dr. Van Karnebeek, has been elected President of the Assembly of the League by 39 votes to 21 on the proposal of Mr. Arthur Balfour.

THE GERMAN STATES.

Monarchist Speeches by Bavarian ex-King and Burgomaster.

Berlin, September 5.
The ex-King of Bavaria attended a Monarchist festival on the occasion of his name-day at the village of Wildenwarth, Bavaria. The Burgomaster, in a speech of fervent loyalty to the dynasty, said "Happy be the day when the old Blue and White colours are again flying over every house." The ex-King replied that though times were hard they must keep up their courage, hoping for better things.

THE SITUATION IN INDIA.

Vicery Attributes Outbreak to Non-Co-Operation.

Simla, September 5.
Lord Reading said that the situation at Malabar was now practically in hand (see Earlier Cables). He attributed the outbreak to the effects of the Non-Co-Operation Movement, and said that there were signs that the activity of one section of the movement was devoted to attempts, which had happily been unsuccessful, to seduce soldiers and police from their allegiance.

UNEMPLOYMENT IN THE U.S.

Formidable Figures.

New York, September 5.
In the course of his annual Labour Day message Mr. Gompers said that the unemployed in America are at present estimated at six millions.
Mr. Davis, Secretary of Labour, in a speech at Detroit, confirmed Mr. Gompers' figures and urged the undertaking of public works and other relief measures.

DAVIS CUP.

Americans Again Score.

New York, September 5.
The remaining singles in the challenge round of the Davis Cup are being played, notwithstanding the Japanese defeat. Tilden today beat Kumazae by 6-2, 6-4, and 6-1, while Johnston beat Shimidzu by 6-3, 5-7, 6-2, and 6-4.

ST. LEGER.

Revised Probables and Riders.

London, September 5.
Revised St. Leger probabilities: Craig-an-Eran (Frank Bullock), Westward Ho (Carrlake), Roman Fiddle (Lane), Milesina (Beary), Golden Myth (Jelliss), Thunderer (Donoghue), Napoleon (Shatwell), Polemarch (Childs), Beauregard (Strydom), Foundation (Fox), Franklin (Hulme), Star of Blyth (Caldar), Gloriosa (—), Granely (V. Smyth), Polly Flinders (A. Smith), and Tremola (Beasley).

INCURSION INTO KENYA.

No Danger Anticipated.

London, September 5.
In a reassuring statement from a trustworthy quarter as regards the Abyssinian incursion into Kenya mentioned on the 4th inst., it is pointed out that such raids are not unusual, and that no danger to the colonists is anticipated.

ANOTHER BIG SCORE BY THE AUSTRALIANS.

London, September 5.
At Hastings, before four thousand people in sunny weather, the Australians, batting on a good wicket, compiled 444. Armstrong scored 182 not out, with some splendid driving, his innings including twenty-one fours. He batted for 4h. 10 min., and gave a chance when 24. The Englishmen made 199. Hubert Ashton scoring 65 by chanceless cricket including 6 fours. Gregory took five wickets for 77. Following on, the Englishmen scored 15 runs for two wickets. County Cricket.
Notts won by an innings and 65 runs.

BRITISH SQUADRON VISITS HOLLAND.

The Hague, September 5.
A British torpedo-boat squadron has arrived at Rotterdam, where it was welcomed by Vice-Admiral Van Blyswyck.
The British Minister gave a dinner, to Rear-Admiral Hodges (Commander of the squadron) and five torpedo-boat commanders at the Legation this evening, at which the Dutch Minister of Marine was among those present.

(Other Telegrams on Page 2.)

BATTLE FOR SAFETY.

Thrilling Experience of Sailing Ship in Typhoon.

Her crew working furiously at the pumps to avert disaster the small Danish sailing-ship Thoon Kramon came into Hongkong harbour under canvas yesterday afternoon after a thrilling battle for safety in the centre of Friday's typhoon. Heroic and untiring efforts on the part of his crew saved the ship from becoming a total loss probably. Capt. Jensen, master of the sturdy little craft, informed a *Telegraph* reporter this morning.

On the direct route from Moji to Bangkok the Thoon Kramon had not had an uneventful passage of over a month from Japan, when off Hongkong on Friday she was suddenly caught in the midst of a typhoon. With all haste the ship was prepared for the great ordeal. Sails were furled and tightly secured; spars were lashed to best stand the strain of violent wind and raging seas; deck fittings were overhauled for the trial that was to come and loose gear was stowed below. The typhoon was weathered for some hours until the mighty pounding of huge seas opened the seams of the newly-built hull and a small leak that had caused little worry for several days previously became an awesome thing. Water was gaining on the pumps worked by the crew and it was found to be expedient to organise gangs to take regular turns at the pumps. The whole effort of her crew of 15 Japanese sailors led by the master and two mates hardly kept the output of the pumps level with the quickly incoming water from below. Standing up to their middles in the continual onrush of sea on board the craft the crew went through nearly two days of life under these conditions until the typhoon passed on almost carrying the ship along towards Hongkong. Gap Rock was sighted by those on board and with lighter bars all round the small vessel made her way into Hongkong without the aid of steam. Pumping still is being carried out on the ship but the work is now less arduous as the inflow is not so strong as during the wearisome hours spent in the typhoon.

While in the worst part of the typhoon the vessel carried only sufficient canvas to steady her a little. Three sails only were in use out of 27 that the vessel is fitted with for normal weather. The ship made progress in the direction of Hongkong with what sail it was advisable to have out with the wind and the sea bringing her in towards the coast.
With a cargo of 735 tons of Japanese coal the Thoon Kramon sailed from Moji on August 2 bound for Bangkok. Passage was slow and the vessel was only as far south as Shanghai three weeks later, when she hailed the steamer Shantung on August 24 and asked that an injured seaman be taken on board the steamer and moved to hospital. The transfer of the wounded man was made and he was brought to Hongkong. The cause of his injury was learned this morning. The man was the steward on the ship—a Japanese—and he had fallen down into the hold while at sea and fractured his skull. Medical attention being an utmost necessity, Capt. Jensen decided to signal the first passing vessel. The steward is now recovering from his wound in the Government Civil Hospital and it is feared that he will not regain his senses his wound being an extremely bad one.

The vessel had been making water not a great deal—right along but in the fair weather experienced the pumps were sufficient to keep it down. Caught in the typhoon the dangerous position of the ship with her leaking hull will be apparent to everyone. The force of the terrific seas opened the seams still further allowing a much greater volume of water to creep into the bilges. Had the pumps become blocked with pieces of coal the chances of the vessel coming safely through the gale would have been remote indeed.

The situation was serious enough as it was and Capt. Jensen held a ship's council to decide his plan of action. The advisability of making for the nearest port—Hongkong—was agreed upon and through the last hours of the typhoon all was done to keep the vessel on a course for this port. Snatches of sleep were taken by the crew between turns at the pumps but there was none for Capt. Jensen and his mates. There was no harbour pilot chart of Hongkong and its approaches on the ship and Capt. Jensen had to make port with only the aid of the coast chart to guide him roughly and with his experience of seamanship to stand him in good stead. Fortunately there was a fairly good visibility and the Lamma Island entrance having been decided upon for its for its open access the ship dropped anchor at a buoy about 5.30 o'clock in the afternoon. At no time on the voyage was the vessel short of food or water.

LOCAL EARTHQUAKES.

Succession of Tremors and Quakes Recorded.

Beginning at soon after half-past five last evening and lasting until nearly ten o'clock this morning a series of earth tremors and quakes have been felt and recorded at the Royal Observatory. So far as we have learned none of these quakes were felt by the general public.
The Observatory records, which have been kindly supplied to us show that distinct quakes took place and were felt at 6.35, 7.37, 7.45 and 9.49 this morning, the most serious being the last, when the amplitude in.m. recorded by the seismograph was 3.8.

Faint tremors were first of all recorded at 5.45 p.m. yesterday and lasted for nearly four and a half minutes. Half an hour later another faint tremor was recorded, whilst at nearly two o'clock this morning distinct tremors were made visible on the instrument. The first distinct earthquake was recorded at 2.18 a.m. and lasted fifty-five seconds, the amplitude in.m. being 2.7. At 2.51 a.m. another quake took place, lasting for 1 min. 45 sec., the amplitude in.m. being 1.6. Further tremors were subsequently recorded, and distinct earthquakes were recorded at 6.35, 6.38, 7.37, 7.45, 7.57 and 9.40, four of which were felt. Since the one at 9.40—which lasted for 2 min 10 sec.—no others have been recorded.

The Observatory report adds:—The large waves show no preliminary tremors for estimating the distance of the epicentre; though as the shocks were felt the origin could not be many hundreds of miles distant.

EUROPEAN ARMS CASE.

Defendant Elects Prison.

Sydney Spalding was this morning charged before Mr. G. N. Orme at the Magistracy with being in possession of a revolver and forty-eight rounds of ammunition without a permit from the Captain Superintendent of Police.
Pleading that the offence was only a technical one, Mr. G. H. Lyson, who appeared for the defence, in explaining how the defendant came by the arms, said that of late a couple of burglaries had taken place at the house resulting in the loss of furniture, jewellery, and other property, and it was obvious that some measure of precaution was necessary to safeguard the house from further excursions of a like nature. For this purpose the defendant negotiated for the purchase of the revolver and ammunition from a friend, and the deal had not been closed when the police raided the house. When interrogated, he had no hesitation to produce the revolver or admit that it was in his possession.

Inspector Spear, who prosecuted, said that on the 27th July a man named Stewart made a report to the "Water Police" that two Winchester rifles were stolen from Spalding's house, but on looking up the register of licences issued for arms, Spalding's name was not to be found therein, and it was obvious that no application for a licence had been filed for the rifles. Since that day, the Inspector continued, the police had kept a watch on Spalding's house and on the 27th August, they discovered two Chinese leaving the place, who on being questioned, made a statement, which they afterwards refuted, that they were in the house for the purpose of purchasing some ammunition.

Mr. Lyson objected to this latter part of the Inspector's statement on the ground that it was not relevant to the charge now before the Magistrate. He understood that the defendant had made an explanation to the Inspector to the effect that the Winchester rifles were the property of a marine officer, who had left them at the house after promising that he would send for them at a later date.
Inspector Spear produced a number of bullets of various calibre, for his Worship's examination, submitting that they were amongst the quantity seized in the defendant's residence.

In reply, the defendant said that the ammunition belonged to an acquaintance who formerly served in the Hongkong Defence Corps. The quantity was small and he did not think it necessary to apply for a licence.

His Worship asked if the police thought the defendant was not a fit person to carry arms, and Inspector Spear replied that they thought defendant was not. The police, the Inspector added, took a serious view of the case. The Magistrate imposed a fine of \$200.
The defendant: What is the alternative?
His Worship: Two months' hard labour.
The defendant: I'll take the two months.
The defendant, it was ascertained, had been admitted into bail in the sum of \$150 before the charge was brought into the Court.

WHAT IS A LOAN?

Note Signed in Solicitor's Office.

Is the signing of a promissory note, no money changing hands, in law, a money lending transaction? This was a point which came before Mr. Justice Wood in the Summary Court this morning, and was the subject of an interesting legal debate between Mr. G. R. Haywood and Mr. H. C. Macnamara in an action in which a Sikh moneylender sued four Chinese.

The facts of the case, as outlined by Mr. Haywood, showed that plaintiff lent to two of the defendants on Aug. 12th, 1920, the sum of \$150, a promissory note being given for the loan, and the money passing and the note being signed at plaintiff's registered address. Legal action was taken in the Summary Court in 1921 and plaintiff obtained judgment against one of the defendants for the amount claimed, \$177. This man failed to pay and was arrested on a writ of execution and taken to gaol. On July 13th plaintiff went to Mr. Haywood's office and told him that the other three Chinese were willing to sign a fresh note in satisfaction of the judgment and so release the man in gaol. The second promissory note was typed out and signed in Mr. Haywood's office for \$300 and the man in gaol was released.

The note for \$300 was signed, Mr. Haywood mentioned, against his advice. He thought they should have signed for a smaller amount, but plaintiff and the Chinese made a verbal agreement that the amount should be less than that amount, and said Mr. Haywood, he had always known money lenders to keep their promise when the other party kept their bargain.

Mr. Macnamara submitted that plaintiff's claim failed because the note was not signed at his registered address.
His Lordship: But no money passed.
Mr. Macnamara admitted that no money changed hands, but he contended that it was a money lending transaction. It was like a transaction, that took place in ordinary life, he submitted, such as an allotment of shares.

Mr. Haywood contended that all plaintiff did was to take fresh security. The whole of the loan was made at the registered address; this note was only a fresh promise.
His Lordship said there was only one point: whether this transaction was the carrying on of a money lending business.

Mr. Macnamara contended that the note involved a money profit, and seeing that plaintiff claimed the whole of the money profit, it must be assumed that plaintiff was conducting a money lending transaction.
Mr. Haywood said he was willing to waive the extra amount and only ask for the original sum. He believed there were some cases on this point.

His Lordship: What would you like me to do?
Mr. Haywood: I would like you to give judgment for plaintiff, my Lord. (Laughter.)

His Lordship said there were two points, the first was whether the judgment divided the transaction in two and the second was whether the fact that this note stated an amount in excess of the amount due rendered the transaction a money lending transaction.
Judgment was reserved, His Lordship intimating that he would like to look up previous cases on these points.

PROMOTION FOR G.O.C.

Appointed Lieut.-General.

It is notified in to-day's Command Orders that H.E. the General Officer Commanding (Major-General Sir George Kirkpatrick, K.C.B.) has been promoted to Lieut.-General, with effect from August 30th, 1921.

News of this promotion will be received with general satisfaction not only among local military circles but by the residents of the Colony as a whole, to whom the General Officer Commanding has widely endeared himself.

His Excellency first began his military career at the Royal Military College, Kingston, Canada, entering the Royal Engineers in 1885, and attaining the rank of Captain in 1894, Major in 1903 and Colonel in 1906. He was appointed aide-de-camp to the General Officer Commanding the Thames District 1892-95 and from 1899 to 1902 he acted as D.A.A.G. in South Africa. For the subsequent two years he filled the appointment of D.A.Q.M.G. in Canada, serving at Headquarters from 1904 to 1906. Whilst serving in South Africa he was twice mentioned in despatches, securing the Queen's Medal and five clasps and the King's Medal and two clasps and being given brevets of Major and Lieut.-Colonel. From 1906 to 1910 he served as a General Staff Officer of the first grade in India. From 1910 to 1914 he was Inspector-General of Military Forces in Australia and during the first year of the European War he was promoted Major-General, with which rank he acted as Director of Military operations in India. From 1916 he was Chief of General Staff in India, and held that post up till the time he was appointed General Officer Commanding, Hongkong.

We hear that there is a probability of Lieut.-General Sir George Kirkpatrick proceeding home in the near future for duty at the War Office.

News in To-day's New Advertisements.

Struthers and Dixon advise consignees of cargo that the s.s. West Calder is in port—Page 3.
The Holland Asia Line notify consignees of cargo of the arrival of the s.s. Alderamin—Page 5.
Whiteway's advise the public of the arrival of New Season's Goods—Page 3.
Warren and Co., have something to say re Cooking Ranges—Page 2.
Norma Talmadge appears in "She Loves and Lies" at the Coronet while at the Kowloon Theatre the Chief feature of the bill is "The Cruise of the Makebelieve"—Page 12.
Furnished Bungalow to let—Page 4.
Reiss & Co have taken over from Messrs Bruner, Mond & Co. the agency of Messrs Joseph Crossfield & Sons Ltd.—Page 4.
The Chamber of Commerce Language School and beginners class commences on September 12—Page 4.
The World Theatre's feature film for the mid-week is called "A Place in the Sun"—Page 4.
Oil Plants and a Lighter for Sale—Page 4.
There will be a Grand Benefit Concert at the World Theatre on September 9—Page 7.

To-Day's Exchange.

The closing rate of the dollar on demand, to-day was 2s. 8½d.

The Weather.

2 p.m. Barometer:—29.75. Temperature:—81. Humidity:—85.

Lighting-Up Time.

Lighting-up time to-day: 6.33 p.m.

PRINCE OF WALES.

An Official Notification.

His Excellency the Governor has received a telegram from the Secretary of State for the Colonies to the effect that H.R.H. the Prince of Wales will visit the Colony next year after his visit to India.

NOTICE.

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 Telegrams "SEYBOURNE"

EARLIER TELEGRAMS.

HUGE FLOATING EXHIBITION.

London, Sept. 5.
 Details of plans for a floating exhibition of British manufactures and industries have been given to the Press. A specially designed ship, named British Industry, of twenty thousand tons, with eight decks, a large reception hall, inquiry bureau, bank, insurance office, interpreters' offices, telephone exchange and cinema, will leave the Thames in the summer of 1924 and proceed to the east coast of South America, South Africa, Australia, New Zealand and then to Fiji, Yokohama, Kobe, Shanghai, Hongkong, Manila, Saigon, Singapore, Batavia, Penang and India, a total of 43,000 miles in eighteen months.

INTERNAL CONDITIONS OF INDIA.

Simla, Sept. 5.
 Viscount Reading, the Viceroy, addressing the joint sitting of the Council of State and Legislative Assembly, said the outcome of prolonged Afghan negotiations were still uncertain but despite untoward complications and unexpected difficulties he hoped an abiding treaty of friendship with Afghanistan would be concluded soon. There was much that was hopeful for the future in the internal conditions of India, although there was still unrest in certain parts of the country, demanding serious consideration. He denied that the Moplah rising was symptomatic of the condition of the whole of India, as that district was always the storm centre.

MORE ABOUT MANDATES.

Geneva, Sept. 5.
 At a meeting of the Council of the League of Nations, Dr. Wellington Koo reviewed the situation created by the United States recent announcement that it did not accept any decision with regard to mandates reached without its approval, whereas representatives of the principal Allied Powers stated that their Governments had received a note from the United States on the question of mandates. The Council agreed that the note showed fresh progress in the negotiations and considered it unnecessary to intervene, but decided to request the principal Allies to hasten negotiations with the United States.

PETROLEUM PROBLEMS.

Mexico City, Sept. 5.
 M. Obregon has approved the agreement between the representatives of American oil interests and M. Huerta, Minister of Finance. This means the immediate resumption of oil producing operations in the Tampico region and also the lifting of the Government embargo on oil now in storage. It is expected that after a few minor details have been arranged all the vexed American petroleum problems with Mexico will be finally settled.

THE MINERS "ARMY."

New York, Sept. 5.
 Vigorous action by Federal troops has ended the insurrection by the striking miners of West Virginia. Three battalions of infantry, aided by scouting airplanes, encircled several hundred armed men, who were deprived of their weapons. The remainder of the miners' "army," numbering several thousands, dispersed. The President has ordered a special committee of the Senate to investigate the conditions in the West Virginia coalfields, where the men allege persecution and terrorism by the owners.

DE VALERA'S REPLY.

London, Sept. 5.
 Mr. De Valera's reply is generally voted a cheerless document. Firstly, because it is argumentative and does not heed the Premier's warning of the impossibility of maintaining the truce indefinitely by a mere exchange of notes, and secondly, because the suggestion of a meeting of plenipotentiaries, untrammelled by any conditions, involves the Premier's sacrifice of six vital conditions which even the most liberal papers consider impossible. Nevertheless, several papers, notably the *Daily News* and *Times*, urge the Government to summon the Sinn Fein plenipotentiaries to a conference as the way out of the deadlock to which the present note-writing is tending.

CHINESE DELEGATE INJURED.

Paris, Sept. 5.
 General Liang Chen-kong, Chinese delegate to the League of Nations, sustained serious injuries when his automobile collided with another near Paris.

Later.
 General Liang Chang-kong, Chinese delegate to the League of Nations, was injured in a motor-car accident near Versailles. The car collided with a lorry.

INTERNATIONAL CONGRESS OF BLACKS.

Paris, Sept. 5.
 The International Congress of the black race has opened in Paris with the French black deputy Diagne as Chairman. British India is represented by Judhvaun—Pak.

THE BRIBERY CASE.

Solicitors Clerk's False Statement.

Mr. Longinotto, Q.C., has given his evidence in the bribery case. His evidence was that he had seen a newspaper report that a solicitor's clerk had made a false statement. He said that he had seen the report in the *Standard* and that he had seen the clerk in the office of the solicitor. He said that he had seen the clerk in the office of the solicitor and that he had seen the clerk in the office of the solicitor. He said that he had seen the clerk in the office of the solicitor and that he had seen the clerk in the office of the solicitor.

Before the hearing was resumed of the bribery case, Mr. Longinotto addressed Mr. R. E. Lindell as follows: A few minutes ago I had the first opportunity I have had to-day of reading a newspaper in which I found that a witness, who had more or less unpleasantly identified himself with the case, had described himself as an assistant clerk in my office.

The Magistrate: That is so.
 Mr. Longinotto: This man, Au, left my office at a minute's notice on the afternoon of the 22nd August for reasons which were absolutely unconnected with this case. It was before this case was thought of. I have not seen Au since he came to my office to get his 22 days' wages at the end of August. This woman (defendant) I have never seen at all.
 The Magistrate: It is not suggested that she ever went to your office.

STANDARD RENT.

First Application For Revision.

The first application for revision of the standard rent under section 18 of the Rents Ordinance came before the Paines Judge (Mr. J. R. Wood) in the Summary Court yesterday afternoon. The applicant, Leung Yui Shun, a merchant, of 239 Queen's Road Central, is the owner of 50 Jervois Street, which is rented to defendants, the Tin Yin Tong firm, medicine dealers, at \$142.50 monthly.

Mr. M. K. Lo, who appeared for the applicant, said he believed this was the first application for revision of the standard rent which had come before the Court. Mr. Vaux, who represented the defendants, had informed him that he was not in position to offer any evidence as to whether the 30 per cent claimed was reasonable or not.

Evidence was given to show that the rent on the 1st January 1918, was \$142.50, exclusive of rates. The applicant became the owner of this and two other houses—Nos. 53 and 37—in Jervois Street on the 25th May this year. The tenants of the other houses had agreed to an increase of 30 per cent. Applicant was desirous of having the standard rent of the premises tenanted by defendants fixed at \$188.25, an increase of 30 per cent over what they had been paying for the last three years, and which he regarded as quite reasonable.

The Judge commented on the fact that he had not much evidence to go upon in arriving at a decision. All that had been said was that two neighbours had consented to an increase of rent.

Mr. Lo mentioned that the defendants had offered an increase of 15 per cent.

The Judge said the assessor's certificates of the assessment of the premises since 1918 might have been produced. He did not care to make a first decision under this section on the evidence before him. The defendants were not bound in any way by the action of their neighbours.

Mr. Vaux put a representative of the defendants' firm into the box in order to confirm the offer of a 15 per cent increase.

The Judge remarked that people who had raised their rents during the three years were now debarred from making further increases. It seemed to be the intention of the section that those people who had not raised their rent during that period should not suffer in consequence. During each of the three years a return of the rent paid was made to the Government assessors and those returns were available.

Mr. Lo pointed to the fact that it was general knowledge that owing to speculation or other causes rents since the 1st January, 1921, had been out-
 rageously high and for that reason the Ordinance was required. It was also known that since 1914 onwards there was a steady increase in rent. This more or less represented the rise in the cost of living and the decreasing value of money and therefore the Government did not take any action until this year when it was felt that the height to which rents had soared could not be attributable to cost of living or decrease in the value of money but to speculation or other causes. The Legislature contemplated a steady increase from 1914 to 1920 and that was why section 13 was inserted. He personally did not see how the assessment returns would help. Many people had not raised their rents for years. A general assessment was made every ten years but for the intervening years the assessment was based on the return made by the landlord showing the amount of rent paid.

The Judge said he was not saying that anything the assessor might provide would be necessarily conclusive. At the present time he had no evidence upon which to act. He would like to see the assessor's certificates since 1918.

Mr. Lo thought the section had been thrown upon his lordship a rather hopeless duty and suggested to Mr. Vaux that in order to arrive at a settlement they should split the difference and both agree to an increase of 20 per cent.

After further legal argument, the Judge adjourned the case sine die, it being understood the solicitors would endeavour to arrive at an amicable arrangement. In the event of the case again coming forward, Mr. Lo promised to produce the assessor's returns.

TERRITORIAL DRIVER KILLED.

Horses attached to the local Territorials' field kitchen bolted at Wigan when about to entrain for Carparvon Camp, and the driver was run over and killed.

THE LATEST VANITY CASE!



Vanity, Vanity, all is Vanity—even an umbrella handle. Mildred Harris, leading woman in Paramount Pictures has gone the girls with the vanity case purse, the wrist vanity case and all the other open-faced make-up effects, one better.

While apparently gazing abstractly at the end of her umbrella handle she is really seeing if her hat is on straight. The mirror which may be pressed back by a tiny spring reveals a small powder puff.

THE COTTON SHARE BOOM.

Reply To A Critic.

In its notes on business on the Shanghai Stock Exchange, *Finance and Commerce*, of August 31st, states:

A correspondent writes to call attention to an article under the heading "The Booming of Cotton Shares" which recently appeared in a Shanghai contemporary. He writes:

"Will you allow me to call attention to what appears to be a determined but not at all clever endeavour to bear cotton stocks, particularly Ewos, in the columns of one of Shanghai's morning journals? Under the heading 'The Booming of Cotton Shares,' figures are quoted which would be significant if they were accurate. But they are not. The writer declares: As an illustration of what absurd heights speculators have, boomed these 'Ewos' and other cotton shares, one may compare to-day's market prices with prices ruling during the mad boom period last year, and we shall find to our astonishment that there is little difference in the madness. The following were quotations some time during 1920:

Ewo Cotton S. & W. Co. Ltd. 10,000,000
 Kung Yik Cotton S. & W. Co. Ltd. 3,750,000
 Yangtzeppoo Cotton S. & W. Co. Ltd. 1,000,000

He then points out that at 23 the market capitalizes Ewo Mills at Tls. 18,400,000—about the same as last year.

Now on March 27, 1920, prices were as follows:

Ewo Cotton S. & W. Co. Ltd. 13,960,000
 Kung Yik Tls. 65.50 4,987,500
 Yangtzeppoo Tls. 45.50 9,100,000

Capitalization according to market price of Shares ... 27,887,500

There is a difference of no less than Tls. 9,457,500 between the valuation that the market put on these shares in March, 1920, and the valuation to-day. During the 'mad boom' of 1920, Ewos were valued at almost 14 times their face value; Kung Yiks at about 7½ times their face value and Yangtzeppos at 9 times their face value. Ewos at present are valued at less than five times their face value—yet this disinterested Jeremiah says that the "share market capitalizes the company at about the same."

We might add that according to statements made officially a few months ago, Ewo Mills had liquid assets amounting to three quarters of the paid-up capital in hand at that time.

HONGKONG GARDENING.

Notes For Amateurs.

The following gardening notes for amateurs have been written for the Hongkong Horticultural Society and sent to us for publication.

Work for the month of September: The following vegetable and flower seeds should be sown in pans under shelter in readiness for putting out in beds or in pots. Vegetables: celery, lettuce, tomato, marrow. Flowers: Chinese balsam, giant sunflower, French marigold, African marigold, sweet alyssum, verbena and tagetes.

The greatest care should be taken to keep ants and mice from the seed pans. The former may be easily avoided by placing the seed pan on a flower pot which stands in a pan of water and the latter by placing a sheet of glass over the seed pan.

Seeds of any kind sown in pans should be watered for the first time by placing the pan in a shallow tank or vessel of water; at the same time care should be taken to see that the water does not flow over the edge of the pan.

The following seeds may be sown in beds in open ground: Vegetables: radish, Chinese cabbage, spinach, beetroot, carrot, English cabbage, kohi rabi and cauliflower.

To prevent the seeds being eaten by ants an edging of thin boarding, well tarred, should be placed round each bed. A very light layer of straw laid on each bed after seeds are sown will save the young seedlings from being burnt up by the midday sun.

The following cuttings may be taken and put in pans well-drained containing half sand and one quarter each of black and leaf soil. All should be sheltered from heavy rain and hot sun: heliotrope, salvia, eranthemum and marguerite. Bulbs of liliun longiflorum may be planted out in beds or potted. Geraniums should be re-potted but still kept in shelter in wet weather.

Important: All seeds should be kept in air-tight tins and a small quantity of pepper put in each tin and well shaken up among the seeds: this will prevent the destruction of seeds by minute insects which often arrive in the seed packets.

Spores of Adiantums (Maidenhair Fern) may now be sown in pots by the simple method of taking a leaf bearing ripe spores and laying it back downward on the soil, the top layer of soil should be sterilized by baking it until black and a small sheet of glass should be placed over the top of each pot. Do not water the pot until 10 days after seeds have been sown.

Corms of Freesia may now be potted. Plant out young celery and tomatoes when former are about 3 inches and the latter about 6 inches in height.

NOTICE.



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Highly recommended in cases of
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JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

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HONGKONG.

ST. JOSEPH'S COLLEGE.

Opening Of New Section Yesterday.

The new extension to St. Joseph's College, which was opened yesterday by His Excellency the Governor, Sir Edward Stubbs, K. C. M. G., comprises about 20 classrooms to accommodate from 100 to 150 pupils. It is practically a fire-proof building of four stories, built of reinforced concrete with five class rooms on each floor. Verandahs give access to the classrooms and protection from the weather and—as also the corridors—are paved with red quarry tiles. The staircases are of concrete with ribbed treads.

Regarding from an educational aspect the classrooms are ideal, neither too large nor too small. Swinging wall blackboards of American make are supplied to each room. The woodwork is of stained teak, whilst the floors are of concrete covered with teak. A very fine ceiling of moulded teakwood gives a fine finish to the upper storey.

Eighteen of the rooms will be used as classrooms, one as a reception room and one as a scouts' hall. In the towers at either end of the building are masters' rooms, luncheon rooms for pupils, cloakrooms and lavatories provided with a water flush system. The building has an imposing exterior. A statue of St. John de la Salle, the founder of popular education in France, is represented in a niche on the level of the top floor, as teaching a youth from an open book. The original design of the building provided for facing with rubbed red brickwork to be in keeping with the French Father's Mission House close by, but this cost proved prohibitive and the exterior had to be plastered instead.

A large number of past pupils and friends of the College witnessed the opening ceremony. His Excellency the Governor was accompanied by his A.D.C., Mr. E. Rice. The gathering included the Hon. Mr. and Mrs. P. H. Holyoak, Hon. Mr. E. Irving, His Lordship Bishop Pozzoni, Professor Middleton-Smith, Mr. E. Ralphs, Mrs. Perkins and Mr. and Mrs. G. P. de Martin.

H.E. the Governor and other prominent visitors having seated themselves in the hall of the old school building, Brother Marcin, Director of the College, made a short speech. He extended a hearty welcome to the visitors, whose presence, he said, was evidence of the interest they took in the important work of popular education. St. Joseph's College had passed through a crisis which, he hoped, would be only a step on its path to further progress. The work needed the sympathy and practical help of the public and they were thankful to His Excellency, as representing the Government, for the substantial grant to the building fund, and to the donors who had so generously contributed. He might add that the donation list was not yet closed, as the bills were not all paid, and they would be glad to receive further contributions. Bro. Marcin mentioned that the College still needed a recreation and assembly hall, and a laboratory for elementary science. A difficult question was that of staffing. The University and the business men of the Colony expected that boys sent to them would be well prepared for their work. The Brothers gave themselves voluntarily to this work of education and did not look for big salaries, but, unless the salaries of teachers were on an adequate scale, capable men would not, generally speaking, be attracted to the profession and education would suffer. He was confident that the Government and the public would appreciate this fact and help the College substantially. The foundation was being laid there of work on which a great deal of the success of the Colony depended. Brother Marcin then requested His Excellency to declare the new building open.

The company adjourned to the playground where, after inspecting a guard of honour provided by the Boy Scouts of the College, the Governor was presented with a silver key at the entrance to the new building.

H.E. the Governor said: It is always a pleasure to come to St. Joseph's and see the school and the boys and in that way to show my recognition of the excellent work which has been done by the school and by the Christian Brothers to children here and elsewhere. It is a special pleasure to come here to-day and have the opportunity of opening this magnificent building, the result of which, I am sure, will be to

improve, if that is possible, the standard of education given by St. Joseph's College, and, in any case, to make the life of the educationists more pleasant than it has been in the rather cramped quarters of the old German Club. I have been presented with a beautiful symbol with which I propose shortly to open the door of the new building. It is very fitting that on an occasion like this the symbol should be a key—a key to a new learning and the key to the future both of Hongkong and also of China, because the importance of education here is not only local. We have to remember that the education in Hongkong is reflected in the education of China and that the foundations being laid now in Hongkong are bound to form the complete structure in the education of China in future years. It is impossible to exaggerate, therefore, the importance and value of the work done by such persons as the directors and officers of St. Joseph's College, and similar institutions, and I only emphasise and endorse what Brother Marcin has said as to the desirability that the community, the old boys, and the merchants, who profit by the training of the old boys, should come to the assistance of St. Joseph's and enable them to carry on and extend the admirable work they have done in the past. I can assure you that the Government is entirely in sympathy with St. Joseph's; but how far that sympathy can be converted into solid cash is a matter on which I should, at the present moment, hesitate to express an opinion. We have recognised the work of the College by making a considerable grant to the new building and I gather from the Director of Education that the capitalisation grants paid recently have been considerably in excess of those in the past. I hope we may be able to do even more in the future than in the past though, as you are aware, the Government has many claims on such income as it possesses, and its endeavours to increase its income have not always met with the favour we had hoped they would receive from the general public. I have much pleasure in declaring this new building open and wish it all success in the future.

H. E. the Governor then opened the door of the new building and made an inspection of the interior.

TRIBUTE TO THE SHIPPING CONTROLLER.

Historic Banquet in London.

The great lights of the shipping world—representing all branches of shipowning, shipbuilding, and shiprepairing—gathered at the Hotel Victoria, London, on July 8 to take part in a banquet in honour of Sir Joseph Maclay, whose record as Shipping Controller has been such a remarkable one.

Sir Owen Philipps, G.C.M.G., M.P. (President of the Chamber of Shipping of the United Kingdom) presided, and particularly interesting speeches were delivered by leading shipowners and shipbuilders, paying tribute to the work carried on by Sir Joseph Maclay when he was Shipping Controller.

Sir Owen said that, as British Shipping Controller, Sir Joseph Maclay had managed for the time being more tonnage than any single individual had ever done since the world began. (Applause.) It would be superfluous to endeavour to indicate in detail the world-wide scope of the activities of the Ministry of Shipping, responsible as it was for the transport of vast numbers of troops and huge quantities of munitions and the importation of foodstuffs and raw materials; that is now a matter of history. Shipping people, however, are proud to recollect that of all the War Ministries, none was more vital to our nation, and none was a more complete success than the Ministry of Shipping, which had a shipping man at its head with whom shipowners were at all times glad to co-operate whenever opportunity offered. (Hear, hear.)

"Associated with Sir Joseph was a loyal staff of co-workers," continued Sir Owen, many of them worthy representatives of the best traditions of our civil service, others distinguished representatives of the shipping trade; whilst, besides these, were many less conspicuous, yet animated by the same desire to serve the national welfare. Good team work there was, and must

have been to attain the great success of the Ministry of Shipping, but what was achieved was in large measure due to the Minister responsible for the whole organisation. Whilst individual gifts vary, in my opinion it would have been impossible to find anyone who could have done better as Shipping Controller than did our guest this evening. After more than four years of strenuous, exacting and exceedingly valuable public service, through the most trying ordeal the nation has ever passed, Sir Joseph retires not only with renown, but with the respect and good wishes of all who know or have been connected with him. May he long be spared to continue amongst us to carry on the beneficent public work in which he is so deeply interested. I am sure you will desire me also to express the good wishes of us all for Lady Maclay, and our earnest hope that her health may be restored." (Cheers.)

SIR ALEXANDER KENNEDY.

Sir Alexander Kennedy (the president of the Shipbuilding Employers' Federation), in the course of his speech, said:

"Mr. Chairman, My Lords and Gentlemen,—I rise with some trepidation to-night, but with an amount of pleasure that I can scarcely express, in order to support the toast which you, Sir, have so ably put to us. I am sure that there is no need whatever for anyone to support the toast of our honoured guest—the simple mention of Sir Joseph Maclay's name would be all-sufficient to bring us to our feet and to drink his health in the heartiest and most spontaneous manner. It is fitting, however, that we should recall to-night the wonderful work that Sir Joseph did, and in some ways is still doing for the State. Of all the men of eminence who were called upon from time to time by the responsible Government of the day to help in combating the greatest peril that the British Empire had ever met, there was surely no more prescient selection than that of Sir Joseph Maclay as Shipping Controller in a time of greatest anxiety and direct need, when it appeared that unless some co-ordination of the many activities of the shipping interests into one unified purpose was made, disaster would inevitably follow. We had at that time, and happily many of them are here to-night, eminent shipowners and others who were experienced in all the ramifications of the shipping industry, but I venture to doubt whether any other man than Sir Joseph would have been able to gather around him, as he did, a band of experienced men and hold them together (for the period of the war in voluntary service working night and day towards a common object. (Applause.) He had the courage that inspired the endurance which was essential, and above all, the vision without which all effort would have been in vain. (Hear, hear.)

"I have the honour, Sir, of supporting this toast, because I happen at the moment to be the President of the Shipbuilding Employers' Federation. I can assure you that the shipbuilders, the ship-repairers, and the marine engineers throughout the kingdom are one in their desire to do honour to our guest on this memorable occasion.

"It is well known that not only did Sir Joseph look for support from the shipowners, but he looked also for support from the shipbuilders, ship-repairers and marine engineers of the country, in endeavouring to carry out what was after all a fundamental duty imposed upon him—that of maintaining the Mercantile Marine in a time of peculiar peril—a time of great stress and strain. We claim, Sir, that we responded to Sir Joseph's call as eagerly as did the shipowners, and we yield to no one in our admiration of our distinguished guest. (Hear, hear.) You will all appreciate that most of us would be very glad to have the same press of work thrust upon us to-day as we had in the days of the great war. (Hear, hear.)

Unhappily the industry we represent is in a far more depressed condition than I, at any rate, have experienced in my long connection with shipbuilding, but I venture to hope that the same spirit of frank and friendly co-operation which existed among us during the war, and which enabled us to surmount unprecedented difficulties, will enable us to-day to persistently fight our way out of the clouds of depression into the clearer atmosphere of prosperity. We shall need all our sagacity and perseverance, and if we are to be successful we must be actuated by the same spirit that in-

NOTICE.

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We beg to announce that we are now showing our first shipments in our New Season's Goods.

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SPECIAL DISPLAY
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NO ONE PRESSED TO BUY.

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WHITEAWAY, LAIDLAW & CO. LTD.
HONGKONG.

spired us during the war, working together not so much for our own private interests as for the advancement and peace of our beloved country. (Hear, hear.) Sir Joseph Maclay, responding, said: "Four and a half years have passed since that never-to-be-forgotten evening in November, 1916, when I was called to London by Mr. Lloyd George and asked to take a position in the Government which he was then forming. I think I did everything mortal man could do—(hear, hear)—to avoid acceptance. (Laughter.) Even at that time I felt that there were many other men with a

much greater experience and a wider vision who could have filled that position. It was only when the Prime Minister appealed to me on behalf of the country to accept that position that I felt I could no longer decline. I went out into the street that afternoon from the interview with Lloyd George and Bonar Law one of the most miserable men in London. I had received no instructions and no introductions. I was simply appointed to the position and sent out to find my own way, and to me it seemed an appalling position. But someone had to fill it, so I was determined to

(Continued on Page 6.)

NEW ADVERTISEMENTS.

WANTED.

WANTED.—A Chinese gentleman of good character, education, and energy can find lucrative employment by representing a very prominent British Company. Commission only.—Apply in confidence and giving particulars of previous experience under Box No. 603, c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—With immediate possession, No. 4 Queen's Road Central Hongkong. Offices only situate on the 1st, 2nd, 3rd, 4th, and 5th floors. Entrance in Duddell Street, Hongkong, with use of two lifts, each floor fitted with Electric Wiring for lights and two lavatories. Apply to Box 593 c/o "Hongkong Telegraph."

TO LET.—Furnished Bungalow, within easy distance town, excellent position overlooking sea, three bedrooms, both rooms, water on, large dining room, drawing room, verandah, own lighting, Garage, garden, lawns.—Apply Box No. 604 c/o "Hongkong Telegraph."

TO LET.—One Flat to let in Tavri Building, 41, 1st Floor, Nathan Road, Kowloon.—Apply to J. P. Vanunja 38, Wyndham Street 1st Floor.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 10th Sept., 1921, commencing at 11 a.m. at their Sales Rooms, Duddell Street.

A Few Complete Sets of Crystal Glass Table Services.

Also A Few Pieces of Crystal Cut Glass Jugs, Vases, Bowls etc. On view from Friday the 9th inst.

Terms: Cash on delivery. LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 14th Sept., 1921 commencing at 2.30 p.m. at their Sales Rooms, Duddell Street.

A Selection of Antique China and Curios, Old Chinese Painting etc.

(Full particulars will be advertised later on.) Terms: Cash on delivery. LAMMERT BROS. Auctioneers.

THE COWIE HARBOUR COAL COMPANY LIMITED. SILIMPOPO COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPOPO COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD. Agents, The COWIE HARBOUR COAL CO. LTD.

OIL PLANTS & LIGHTER FOR SALE.

Tenders are invited for the purchase of 4 V. D. Anderson Motor Driven Expeller Oil Plants and other accessories complete. Also one wooden Lighter "WOLLE" equipped with oil tanks, carrying capacity about 125 tons more or less.

Tenders must be sent in sealed envelopes marked on the outside "Tender for Oil Plant" or "Wooden Lighter" as the case may be and must be addressed to the undersigned before the 14th day of September, 1921. The Special Manager does not bind himself to accept the highest or the lowest tender.

The undersigned does not warrant or guarantee the above description in any way, but inspection and details concerning the Oil Plant & Lighters will be given to bona fide purchasers on application at the undermentioned address:

E. A. M. WILLIAMS, Special Manager, Banque Industrielle de Chine, 5, Chater Road, Hongkong, 6th September, 1921.

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND JUNIOR EXAMINATIONS.

Notice is hereby given that the above Examinations will commence on Monday, November 28th, 1921. Forms of entry and copies of regulations and syllabus can be obtained on application to the Registrar.

Each entry-form duly filled in, must reach the Registrar together with the fee of \$15 (Hongkong Currency) on or before October 1st, 1921.

The following Scholarships, further particulars of which can be obtained from the Registrar, will be awarded on the result of the Matriculation Examination.

- Two King Edward Scholarships of the value of £40 per annum open to British subjects only.
- One President Scholarship of the value of £400 per annum open to Chinese subjects only.
- One Charter-Masonic Scholarship open to the sons of Free Masons who are members of any Masonic Bodies in Hongkong or South China of the value of £200 per annum.
- Two Peace Memorial Scholarships of the value of £300 per annum open to candidates of Pure British descent.

N. FEESDALE MACKINTOSH, Registrar, Hongkong, September 1st, 1921.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.—) per share for account 1921 will be payable on Monday the 19th September 1921. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

THE TRANSFER BOOKS of the Company will be closed from Saturday, 10th September 1921, to Monday the 19th September 1921, both days inclusive.

SHEWAN, TOMES & CO. General Managers.

NOTICE.

We have this day taken over from Messrs Brunner, Mond & Co. (China) Limited the Agency of Messrs Joseph Crosfield & Sons Limited for the supply of Caustic Soda, Silicate of Soda, Glycerine and other chemical products ("Pyramid" Brand).

REISS & CO. (Reise Brothers Limited) Hongkong, September 1st, 1921.

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

THE LANGUAGE SCHOOL REOPENS AND A BEGINNERS CLASS will be started on Monday, September 12th at 5.15 p.m. at the Chinese Language School, junction of Zaitan Street and Ice House Street, (Masonic Hall Premises). Interested Students are requested to send in their names to the undersigned for enrolment.

By Order, E. A. M. WILLIAMS, Secretary, Hongkong, Sept. 6th, 1921.

HONGKONG CLUB.

NOTICE.

The First Yearly Drawing of 20 Debentures (1920 issue, \$500 each) of the Hongkong Club, Payable on Friday, the 30th September 1921, will be held in the Club House at 11 o'clock, a.m. on Thursday, the 8th September 1921.

Bearers of Debentures are invited to attend the Drawing.

By Order, A. H. ABBAS, Secretary, Hongkong, 27th August, 1921.

WISEMAN LIMITED.

NOTICE TO SHAREHOLDERS.

The Seventeenth Ordinary Annual Meeting of the Shareholders in the above Company will be held at the Company's Offices, 14 Des Voeux Road, Central, Hongkong, on Wednesday, 14th day of September, 1921, at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1921.

The Transfer Books of the Company will be closed from 7th to 14th September 1921, both days inclusive.

By Order, D. K. KHARAS, Secretary.

WORLD WIDE SPORT.

Jack Dempsey's real name is William Harrison.

According to one report, the conversation between King George and Emir Katsina was mainly to do with racing, and the Nigerian chief, as a result of his "Ling-ling" experience on Friday, vowed that he could pick out the winners every time he could attend a few more race meetings over here. The Emir is a great lover of horses and races in quite a big way in his own country.

In the championship relay race at Stamford Bridge the dusky H. F. V. Edwards, who won both the 100 and 200 events, is said to have done 4.6 yards in 49.45 secs. At that rate of going it was as well for R. A. Lindsay that Edward did not go out for the triple event. Edward was 12 yards behind when he picked up the baton, but he managed it, and to all appearance easily, and the relay title went to the "Poly" men.

Benny Leonard, light-weight champion of the world, has intimated his retreat. Leonard, in a letter to Floyd Fitzsimmons, promoter of the Leonard-Friedman fight, announces that he will remain in the ring game a maximum of six months longer. During the next six months, Leonard says, he will meet all the worth-while opponents left in the light-weight field, and retire with half a million dollars, "while I still have two good ears and a straight nose."

The Finn, P. N. Nimi, is a great miler. He did the distance in 4 mins. 13.9-10 secs. at Stockholm. What a race it would be if he and A. G. Hill and H. B. Stallard could be got together.

LORD INCHCAPE.

Selling German Ships.

Lord Inchcape, who was joined in the toast said:—

"We are up against bad times in shipping. We have been up against them before, but we have never failed to surmount them, and with patience we will surmount them again. Are we downhearted? We are a maritime nation, we can build cheaper ships and better ships than any other country. We have better skippers and better officers and better engineers than any other country, and we have better crews. We know the intricacies and subtleties of management and organization better than any other nation; we subsist as everybody knows we always have done, on low rates of freight and cheap rates of passage money! We know that the life of these islands depends on our Mercantile Marine, supported by the Navy, with which we live in absolute concord. The Navy has a base which no other nation possesses, and which it has had since the days of Nelson, and that base is the sea. (Applause.)"

Ton for ton during the war was an attractive cry. For my own part I will say I never believed in it. But, gentlemen, we have got it. I don't know that the shipbuilders altogether like it. I am not quite sure that my friend Lord Pirrie likes it. (Laughter.) But having been beguiled by the blandishments of Mr. Kemball Cook into undertaking the sale and distribution of ex-enemy ships, I have often been disposed lately to wish to heaven that every German ship had been sent to the bottom of the sea. (Laughter.) Especially has this been the case when I have found myself fighting on behalf of the Reparation Committee against claims for damage put forward by my old and uncommonly valiant friend Sir John Ellerman. These are not my only troubles. I got a letter recently from a man saying I had been guilty of a dreadful misdemeanour in not employing him to sell steamers. I didn't so much mind that, but when I came to the end of his letter I felt rather alarmed. I don't know what the result will be. He said he was reporting my conduct to the Institute of Chartered Shipbrokers—(laughter)—however, there it is. I have already sold the bulk of the German Mercantile Marine, and being an apostle of economy I take this cheap opportunity of informing the members of the Chamber of Shipping that I have still a few very fine old vessels to sell. I will tell you here in the privacy of this gathering and in the strictest confidence, that the vessels which I have sold and which I am thankful to say have been paid for, are the most indifferent of the lot, and those which I have still to dispose of are far and away the best of the bunch!

"A horrible suggestion was made to me the other day that I might be invited to sell the fleet of the United States Shipping Board as well as that of the Commonwealth of Australia. (Laughter.) I don't want to have anything to do with either—I notice Mr. Hughes stated recently that the stewards' strike in Australia had cost the Government, on their shipping venture, over half a million. Gentlemen, this is a fleabite compared with the loss the taxpayers in the United States will have to pay if they continue to run merchant ships on Government account. On economic lines, to make both ends meet, it can't be done. They have wire-pullers up against them all the time. Shippers want freights reduced, passengers want to be carried for nothing, crews want wages increased, bath rooms, music rooms, smoking rooms and skittle alleys. Political considerations come in, votes count for more than losses, and although the losses are hidden up in all sorts of ways, the public have got to bear them, and those who have no interest in overseas trade have to pay their share. The true function of a Government is to govern. It ought to leave trade alone. I notice under the rules

CHINA AND PACIFIC CONFERENCE.

President Hsu's View.

Reuter has been favoured with the following expression of President Hsu's opinions regarding the Pacific Conference:

After referring to President Harding's request for an expression of China's opinion, which the American Charge d'Affaires communicated to the Chinese Government on the 12th instant without formally inviting China's participation, the President says he is confident that the Chinese people will be delighted to take part, and he believes that the Conference must be beneficial not only to the Far East, but to the world in general, for the Chinese are a peace-loving nation, and they have seen the serious effects of the world-war during and after the period of warfare.

Since the war, the world has turned its attention more to the Far East and the Pacific, and China is located on the shores of the Pacific.

Reviewing the history of international relations for some 10 years, and those of recent date, the President says it will be seen that there are many involved questions which might lead to international complications. Moreover, not all the Powers are willing to settle disputed questions according to fundamental principles. This fact not only retards peace but is likely to stir up the international situation to a much greater extent.

The President believes that the whole Chinese nation in giving consideration to the forthcoming Conference, will be united in hoping that the Conference, as regards Pacific and Far Eastern questions, will first decide, and then establish, just international principles, under which all international questions will be dealt with, and that thus future complications will be avoided.

The President concludes by welcoming the Conference on behalf of the people of China and placing these, their sincere hopes, before the peoples of friendly nations.

of the United States Shipping Board any member of the stewards department who may be required to go from one place to another by rail, is to have not only first-class accommodation, but if he is travelling by night he will be provided with a sleeper. No wonder, my lords and gentlemen, that the stewards of the United States Shipping Board are being laid up and they are to be sold.

TRADE MUST BE FREE.

I greatly regret that Mr. Baldwin, the President of the Board of Trade, has found it impossible to be here to-night—he would have had a most hearty welcome. I know that with his long commercial experience he cannot but have a disposition to leave the business men of this country to work out their own salvation. Holding these views, as I am sure he does, I hope he will exert a restraining influence on the gentlemen at the Board of Trade, who, I remember used to be known by the name of Barnacles—quite a misnomer now—from inventing and imposing on us impossible and irritating rules and regulations. It would for instance, be an advantage if Mr. Baldwin were to impress upon his lieutenants that an unsinkable ship is one that will never be a commercial proposition, and that she would earn more money than she would ever do at sea, if she were placed as an exhibit in the British Museum.

"If I might with great deference venture to say if he will only give us some breathing space after what we have gone through, and with what is before us, if he will only leave us alone for a little, if he will trust to the great Corporation of Lloyd's, he will be conferring the greatest service on the shipping community of these islands that any President of the Board of Trade can possibly render."

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Effective this date we are enabled to announce a large reduction in the price of motor car and motor cycle tyres.

DUNLOP MAGNUM NON-SKID.	OTHER MAKES.
30 x 2 1/2 Cl. \$43.75	78 x 3 Fiat Non-skid Cl. \$24.00
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CARS THAT ARE COMFORTABLE.

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Hongkong 135

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Hongkong's Most Modern Picture Palace

Entirely Under British Management.

Tuesday, 6th, to Thursday, 8th, September.
—9.15 p.m.—

TRIANGLE FILM CORPORATION presents

MARGARET BLANCHE

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"A PLACE IN THE SUN"

Retaliation Conquer a Betrayer.

PATHE'S NEWS & COMEDIES.

MATINEE PROGRAMMES

5.15 p.m. Tuesday & Wednesday—"DESERT GOLD."
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Booking at Messrs. MEHTA & CO. (Phone 951.)

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Popular Prices. Tram and Motor Cars waiting at the termination of Performance.

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Ask Your Tobacconist for

WASCANA

(Sultana, Original, Favorita, Coronitas.)

DUTCH HAVANA CIGARS

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THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"CALCHAS"	5th Sept.	London, Amsterdam & Antwerp
"KEEMUN"	6th Sept.	London, Rotterdam & Hamburg
"NELEUS"	13th Sept.	London, Amsterdam & Antwerp
"ELPENOR"	27th Sept.	London, Rotterdam & Hamburg
"GLAUCUS"	4th Oct.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"NINGCHOW"	11th Sept.	Genoa, Marseilles & Liverpool
"THESEUS"	5th Oct.	Marseilles, Havre & Liverpool
"EUNAEUS"	7th Oct.	Genoa, Marseilles & Liverpool
"TELEMACHUS"	20th Oct.	Rotterdam & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"TALTHYBIUS"	14th Sept.	Victoria, Seattle & Vancouver
"TYNDAROS"	5th Oct.	
"PROTESILAUS"	2nd Nov.	

NEW YORK SERVICE

(via Suez or Panama)

"ATREUS"	7th September.	via Suez
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PASSENGER SERVICE

"ASCANIUS"	10th Sept.	for Singapore & Liverpool
"PYRRHUS"	11th Oct.	for Singapore & London

For Freight and Passage Rates and all Information Apply to:—

BUTTERFIELD & SWIRE
AGENTS.THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "MALAYA"

due here 24th September, will be loading for Rotterdam, Hamburg, Copenhagen and other Scandinavian Ports end of October.

Further Sailings:—

M. S. "PANAMA"	Nov./Dec.
M. S. "ANNAM"	Dec./Jan.

For further particulars please apply to:—

MANNERS & BACKHOUSE, LTD.

Hongkong, 2nd September, 1921.

HISTORY IS REVIVED AT
PLYMOUTH ROCK.

The Mayflower Tercentenary.

The celebrations of the tercentenary of the landing of the Pilgrim Fathers reached its climax at Plymouth, Mass., this month, with the arrival of President Harding aboard the presidential yacht Mayflower, which was escorted by six destroyers.

One hundred thousand persons witnessed the parade, portraying the incidents of original landing of the Pilgrim Fathers.

The British cruiser Chatham was among the assemblage of warships in the harbour and the British naval attaché represented his Embassy at the celebration.

NEW ERA OF PEACE.

President Harding in his address expressed the hope that the coming disarmament conference would bring to the world a new era of peace and freedom. He characterized the international situation as "more than promising." The tolerance and understanding planted in the New World by the Pilgrim Fathers, the President said, is beginning to bear fruit a thousand fold internationally.

THE ANGLO-SAXON IDEAL. The President said in part: "The English-speaking race had hardly established itself in its true character as the foremost exponent of liberal institutions, when it began to disintegrate itself among the wildernesses of the earth. It has carried its ideals wherever it sets its standard. It has won recognition of these ideals as the basis of the social conduct of community relations throughout the world."

"Its work is not finished; but pray God it has come triumphantly through its determining ordeal. It comes from that test, nerve and heartened for further tasks, confident, assured, and reliant that no one questions its place or its right of leadership, and few doubt its destiny is to establish under that Divine guidance which it has ever recognised, the splendid structures of human brotherhood in peace and understanding."

WORLD'S YOUNGEST ARCHBISHOP. Bishop Curley, of Florida has been raised to the Archbishopric of Baltimore in succession to the late Cardinal Gibbons. An Irishman, he is aged 49, and is probably the youngest Archbishop in the world.

CONSIGNEES.

NOTICE TO CONSIGNEES.

STRUTHERS & DIXON, INC.

S. S. "WEST CALERA"
From SAN FRANCISCO &
LOS ANGELES.

THE Steamship

"WEST CALERA" having arrived from San Francisco & Los Angeles via ports, on Sept. 6th, 1921, consignees are hereby notified that their cargo is being landed at their risk into the Godowns of the Hon Shan Godown Co., Nos. 16 & 17, Kennedy Praya, Hongkong, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Delivery Orders will be issued.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 12th Sept., 1921, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognised.

No claims will be recognised after the goods have left the Godowns, and cargo undelivered on and after 14th Sept., 1921, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STRUTHERS & DIXON, INC., Agents for U. S. Shipping Board Emergency Fleet Corporation. Hongkong, 6th September, 1921.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN
LINE.

From NEW YORK.

The Steamship

"SANDON HALL"

having arrived, Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holts' Wharf Kowloon, whence delivery may be obtained.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after Sept. 7th will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before 14th Sept., 1921, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

THE BANK LINE LTD.
General Agents.
Hongkong, 1st Sept., 1921.

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

No. 1 for Bladder Catarrh, No. 2 for Blood & Skin Diseases, No. 3 for Chronic Venereal Diseases.

Sold by leading Chemists. Price 1s. 6d. per box. 10s. 6d. per dozen. 10s. 6d. per dozen. 10s. 6d. per dozen.

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CONSIGNEES.

VERENIGDE NEDERLANDSCH
Scheepvaart-Maatschappij
(United Netherlands Navigation
Company.)HOLLAND-OOST AZIE LIJN.
(HOLLAND-EAST ASIA LINE)

NOTICE TO CONSIGNEES.

From ROTTERDAM, HAM-
BURG, GENOA, LISBON
& MANILA.

The Steamship

"ALDERAMIN"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 14th Sept., 1921 will be subject to rent.

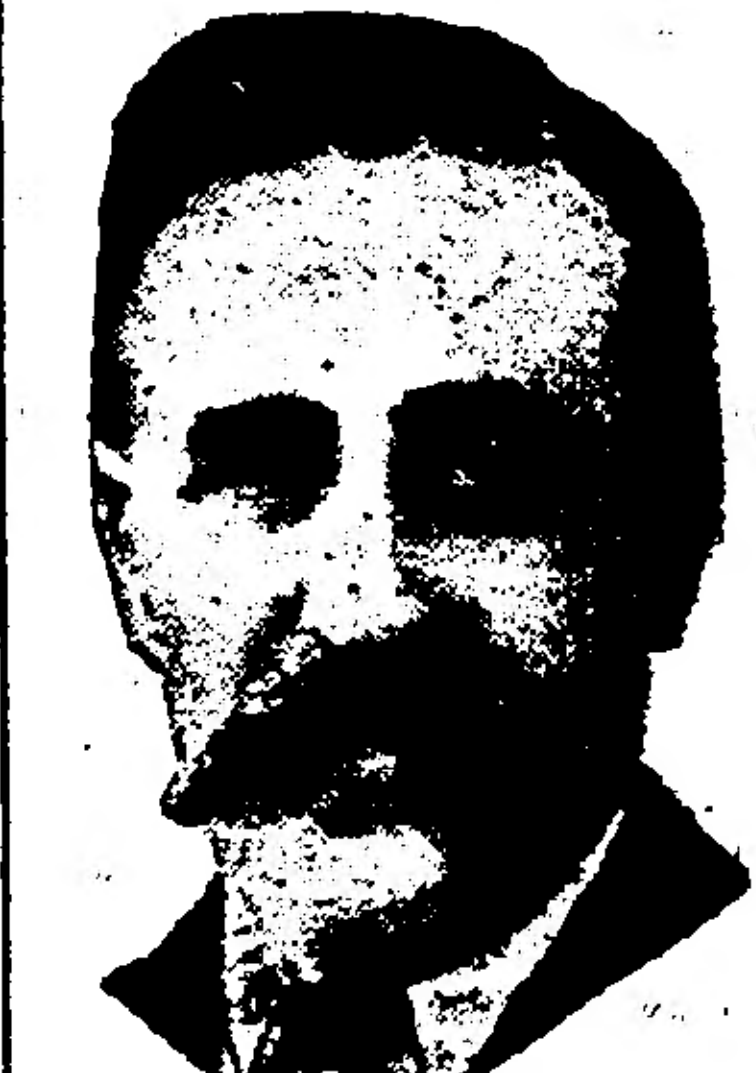
All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 13th Sept., 1921 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be counter-signed by

JAVA-CHINA-JAPAN LIJN,
General Agents.
Hongkong, 6th Sept., 1921.



Our Portrait is of Mr. E. F. WHEELER, of 22, Regent Street, Babby, Doncaster, England, who writes:—

"About two years ago I had a nasty wound break out in my big toe. I had it attended to for about three months, but during that time it had spread to all the toes, with the result that I had to undergo an operation, but with no avail. Then, after another operation, as it did not get any better, I thought I would give you 'Clarke's Blood Mixture' a trial. After taking the first three bottles I could walk better, and now after having nine bottles the wound has quite healed, and I am pleased to say I have not seen any sign of it breaking out since."

Sufferers from Bad Legs, Abscesses, Ulcers, Eczema, Boils, Pimples, Eruptions, Rheumatism, Gout, should realise that toxins and poisons can be got rid of by the use of complete and lasting benefit. The Blood must be thoroughly cleansed of the impurities which cause the true cause of such troubles. Clarke's Blood Mixture quickly arrests, overcomes, and cures the impurities, that is why so many remarkable recoveries stand to its credit. Patients to take and free from various ingredients.

Of all Dealers—see that you get

Clarke's Blood Mixture

"Everybody's Blood Purifier."

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SANTAL
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PREPARED BY DR. J. SAVARISSE, 12, Rue de la Paix, Paris.

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TO 3000 TONS DISPLACEMENT.

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BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

TRIBUTE TO THE
SHIPPING CONTROLLER.

(Continued from Page 4.)

face the difficulty. Fortune favoured me, and when I got back to my hotel I was cheered to find sitting there Sir Frederick Henderson and Sir James Marr, to whom I was able to confide all my difficulties.

Sir Joseph went on to say that they soon discovered the most vital thing to the nation at that time was the supply of ships, and before they parted that evening those two gentlemen had called a meeting of the Federation of Shipbuilders and Engineers of the United Kingdom.

That meeting took place almost immediately, and they very soon started the Shipbuilding Committee of the Ministry of Shipping. That committee had carried on its work successfully as long as the shipbuilding programme of the country remained in their hands, and until it was transferred to other shoulders, and the country owed it a great debt of gratitude.

He went on to say how much help he had received from the old Shipping Control Committee, presided over by Lord Curzon, who immediately resigned his position, and the speaker added that he received the greatest help from Sir Thomas Boydell, Sir Frederick Lewis, and Sir Kenneth Anderson, who all agreed to act with him in the new Ministry, and they worked together during the whole war in the greatest harmony.

"You, Sir Owen," he went on, "have made my position here easier to-night because of your reference to my colleagues and co-workers in the Ministry. These gentlemen gathered round us gave up their private interests so that they might serve the country in its time of need, and worked right through the war by day and night, in season and out of season, seeking worthily to fill the place which had been allotted to us in the great war tragedy."

THEIR ENEMIES' MISTAKE. A great deal had been said from time to time about the Shipping Controller, and it had often stung him to the core that the greatest work of the Ministry had been carried on by men whose names they did not know. That was why he felt that that dinner was an occasion paying honour to the whole Ministry, as well as to the

Controller, and on their behalf as well as for himself he tendered them his most grateful thanks. He was certain that the shipping community would look back with pride and satisfaction on the part they had played during the war, when they had always subordinated personal interests to national need. He would like to mention the names of individuals in that direction, but had to refrain because they were typical of the multitude of others. How sadly lacking was the mentality of their enemies when they thought they were a decadent people and given up to sport and pleasure.

It was very satisfactory to see how fully the Government had trusted them, and during the whole period of the war the Ministry never received any instructions from the Government, seeking, as it always was, to carry out the policy of the Government at that time. As the Prime Minister had truly said, British shipping was then the jugular vein, and had it been severed, humanity would have been lost. By the generous enterprise and ability of British shipowners they had saved the Empire. They had saved France, they had saved Italy, they had saved their other allies, yes, even including the U.S.A. (Hear, hear.)

He believed that shipping had saved civilisation, and one was tempted to wish that some of our allies appreciated a little more what had been done for them in that respect. Fortunately the shipping community realised that the Ministry was a necessity, but they did not receive the same kind and generous treatment from other Government Departments. If the Shipping Ministry had done nothing else, they helped to force into being the great convoy system, and that alone justified its existence. (Hear, hear.) That was introduced at one of the blackest points of the war when pessimism was abundant and everything seemed lost, and it was only the introduction of that system that made it possible for the war to be won. He trusted very sincerely that the country would never require another Ministry of Shipping, or that that great industry would ever require control again, either for war or any other purpose. No one hated control more than the Shipping Controller—(hear, hear)—and as soon as ever the armistice was declared, not a moment was lost in seeking to

give freedom to the whole shipping community; practically every line was re-established and every ship owned by the Government was decontrolled. He only wished that all other controls had been wound up as quickly. (Laughter.) After ships, the food control had gone and coal, and now the railways, the last hope of the nationaliser, were going as well. (Applause.) Freedom and individual enterprise were the only hope of British industry. Given freedom and a fair field Britain need not fear the future.

He was indeed sorry to think that their great industry was faced with such serious difficulties to-day, and the need was never greater for them to exercise the closest scrutiny on legislation in other countries in shipping matters. They were not alone in their shipping difficulties and some of their allies had found that shipping was by no means a bed of roses, and they were suffering considerably as a result of their new experience in that industry. To Britain shipping meant the Empire. They lived on the sea, and it was for them to see that the British flag continued to predominate. During these dark days it was for them to struggle on with the hope that brighter times were coming. Better work and reduced costs, and above all, a cessation of strife would work wonders. Another vital necessity for the country's prosperity was reduced taxation.

After carefully looking into the question, he believed that the working costs of their great shipping departments could be reduced by something approaching one-half, still retaining equal efficiency. All the old traditions must go. Tradition was the curse of Great Britain, in fact it almost cost them the war. The only thing for the Government to do at present was to keep out of every bit of work that others were able to do for them, and only in this way could they hope to arrive at an economic system of running the country. It was high time that men of affairs and business experience took part in the Government. He suggested that small controlled departments of three men should be instituted. Those men should be appointed by the Prime Minister, and chosen, not because of their political interests, but because of their knowledge of business and commerce, and they should be placed over all departments to control expenditure.

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The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 6, 1921.

WAGES DISPUTES.

So far as very recent indications have gone to show, there would appear to be a fair measure of industrial peace at Home—at least we have had no news through of either big strikes or disputes. Whether this is a sin of omission on the part of Reuter or whether it really indicates that the country is at last settling down to the new order of things in the labour world, it would indeed be hazardous to guess. Can one hope for industrial peace? That is a query which present conditions render it hard to answer. Throughout the civilised world within the last eighteen months, thousands have been thrown out of work and other thousands voluntarily have abandoned their employment because of wages disputes. If prices continue to fall then it would seem inevitable that wages must still further fall—a proceeding fraught with grave liability of industrial unrest.

The annual wastage of manpower through the latter cause is most strikingly illustrated in a circular just to hand. The compiler of it has taken the six big countries of Germany, Italy, France, Great Britain, the United States, and Spain and he points out that in 1920 no fewer than 7,637,735 strikers were involved in the various disputes entailing a loss of 99,004,760 working days. These are figures hard to comprehend, but they convey the impression they were intended to, namely, that until the forces of capital and labour seek a real working basis the wastage of disputes will continue to be enormous. A great many of the recent strikes have arisen from the fundamental error of one or both sides in the dispute in estimating the value of labour and commodities only in terms of actual money prices, overlooking the real meaning of the word "value." Value has been well defined as being "the ratio in which things exchange for one another" and if this conception of value were generally and fully appreciated a normal relation between wages and profits would speedily be reached and maintained. In a time of falling prices—like the present—both the employer and employee must receive smaller monetary reward, but in actual purchasing power each continues to receive the equivalent of his own productive contribution. Although men are receiving lower wages their power to purchase life's necessities and comforts has not changed very much since the war. It has changed a little, because of war, political unrest and strikes. The full power to purchase must be built up again before any great measure of prosperity can return, and thus we find that the industrial situation is largely dependent on the political situation.

But more could be accomplished between labour and capital if the respective leaders would but realise the fundamental issue—that profits and wages must proceed in a well-balanced relationship to each other. Just what that relationship should be has been the cause of the majority of the disputes, and it is high time that the problem of fixing it was definitely tackled. Whether workers would be prepared to share in a concern's adversity as well as in its successes is an open point, but if workers were admitted to part control the point would be very greatly settled. Certain it is that labour and capital must co-operate to a greater degree than hitherto.

NOTES & COMMENTS.

The Surtaxes.

The appropriation of the Chinese famine surtaxes, to which we referred recently, has just been engaging the attention of some of the more public-spirited among the Chinese. A communication from the native famine relief committee to the Chinese Chamber of Commerce at Shanghai recommends that a demand be made upon the central Government for a clear statement of account. The following passage in the letter deserves to be noted: "The Central Government has imposed various surtaxes which are still in force and have not been cancelled. According to a foreign paper (the 'North-China Daily News') Peking has received \$20,000,000, of which \$4,000,000 has been used for the payment of foreign debts. Where is the remainder? Everybody is indignant and angry, especially the missions and the merchants. Everybody says that the officials are working in their own interests and have no consideration for the people. We are afraid that should there be other famines in China foreigners will, in future, refuse to aid. The various associations should demand from the Peking Government an official and clear account of all moneys received and paid out. This should be the demand of all. Residents in the Wu-chen district have sent a similar demand direct to Peking. It is stated, and a further demand that the surtaxes shall not be imposed for longer than a year. That is the maximum period for which they were sanctioned, and the question is whether they ought to continue any longer. Just lately the Government has made a show of applying the funds by issuing a few dols to flood sufferers, but the amounts represent a mere fraction of the total received by Peking."

Labour Disputes.

In dealing with the shipyard joiners' strike the other day, we alluded to the action of the workers and their trade union as an example of wrong-headedness on the part of Labour. If the facts in connection with the Shop Assistants' Union at Home are correctly set out in a statement before us, the case may be quoted as an illustration that the mistakes are not always on the one side. The proprietors of the wholesale textile houses, in planning wage cuts, propose to abolish the three different rates of pay for various grades of workers and to place them all on the same footing. The effect would be that the salesman would be placed on a level with the porter of his department at 68s. a week, while the woman typist would be classed with the office-cleaner and the packer at 35s. "We are willing to agree to a reduction equivalent to a fall in the cost of living, but the employers' proposals go much further than that," states the employees' organiser. This offer to accept a reduction in accordance with the scale of living costs strikes one as eminently fair. Perhaps in the further negotiations the employers have recognised this. There are labour disputes enough without adding to them when the workers show themselves in a reasonable mood. A further grievance is the threatened loss of status. In these days there is no general desire to perpetuate artificial distinctions, but it is not difficult to understand the objection of a salesman or an office worker to being bracketed with the porter and the office-cleaner.

On Fractions.

A dead-heat, no the part of either quadrupeds or bipeds, is not exactly a commonplace, but, on the other hand, it is far from a rarity. It is no mean test of alertness to be able to judge as between rivals running a neck-and-neck race, but as a rule the decisions are remarkably correct, or so one must assume, as it is seldom that anybody calls them in question. Indeed, it is an astonishing fact that, high as feelings run at horserace meetings, such a thing as a "scene" over the award is unknown, or at least has not happened for a very long while. These rulings, however, are necessarily more or less approximate, owing to the limitations of the human eye. A gentleman of mathematical tendency, I calculated some time ago that if it were possible for the eye to perceive a hair-line difference, a dead-heat would occur once in about two hundred million times! We do not know upon what data the mathematician arrived at his figure, but a little reflection suf-

DAY BY DAY.

TO IMPROVE THE GOLDEN MOMENT OF OPPORTUNITY IN THE GREAT ART OF LIFE.—JOHNSON.

Among those who left the Colony to-day by the S.S. Kashmir were Lieut. G. L. Hastings, Capt. Wahl, and Lieut. Fritchard.

The Colony has been enjoying a remarkably clean bill of health for some days past. Over the week end only one case of plague was reported. There were only four cases of notifiable diseases reported in all last week, there being one case of cholera (fatal), one case of diphtheria (non-fatal), one case of enteric fever (non-fatal) and one case of paratyphoid (fever), also non-fatal. Four Chinese died from influenza.

LAND AUCTIONS.

Yesterday's Sales.

Inland lots Nos. 2348—2353, at Mount Davis, total area about 14,600 sq. ft., were sold to Mr. F. A. Joseph, of Prince's Buildings, yesterday for the upset price of \$15,390. Shaukiwan inland lot No. 479, area 577 sq. ft., was sold to Mr. Jung Fung Ngan for \$750, or \$1.30 a sq. ft. The upset price was \$283.50, or \$50 cents a sq. ft. North Point marine lots Nos. 430 and 431 total area about 718,635 sq. ft., realised \$563,000, or 75 cents a sq. ft., the purchaser being Mr. Kwok Dji-neng. The upset price was \$149,730.

IMPORTANT OPIUM CASE.

A Big Dealer Fined.

Since the price of Government opium went up to over \$14 a cask and inducement for competition has been set up for smugglers, and the merry game of smuggling has now been extended to include the boiling and preparation of illicit opium and its subsequent sale to dealers and keepers of dens. This has compelled the staff of the Preventive Department almost exclusively to turn their attention to these sources of supply and consumption, and by a system of spies and informers rarely a day passes without a case being recorded at the Police Court in which illicit opium of one kind or another is secured, and the defendant convicted. The main source of supply, however, has yet to be disclosed, and in the arrest of a Chinese, with the accompanying seizure of a number of pots and pans such as those used for the boiling of a large quantity of opium, the Revenue Officers believe that they have achieved their purpose. The man was arrested during the week end, and one of the allegations preferred against him besides that connected with the possession of a quantity of opium of various grades, was that he manufactured opium of a quantity sufficient to stock half of the dens of Hongkong. As proof of this statement a big boiler was produced before the Magistrate this morning, and the man, who had promptly paid a sum of \$3,000 as bail when arrested, was ordered to pay \$7,000.

figures to confirm the idea that an absolute dead-heat must be of extremely rare occurrence—very possibly as rare as indicated by the figure mentioned. Even with rigid objects, such as trains or cycles, one can believe that years or even centuries might pass without a hair-line tie. Still more would this be so, as a friend remarked to us the other day, in the case of animated competitors. Remembering that the horse or the foot runner is a collection of pulsating tissue, the detection of a hair-line margin becomes more hopeless than ever. When the leading horse (Cragmour) was disqualified for bumping for the first time on record in the Derby, the race was notable for another circumstance. So close together were the initial half dozen that Press photographs taken from different angles showed each one as the winner. Nobody disputed the placings, however. A photograph published the other day by the New York Tribune of the 100 yd. race in the Yale and Harvard v. Oxford and Cambridge contest, in which the Harvard representative was returned as the winner, shows that Abraham (Cambridge) was the first to reach the finishing line. The Englishman's left foot is clearly over the line, whilst his opponent's right is just touching it. Hard lines for Abraham, as the American journal acknowledges. But on the whole mistakes are few.

PEKING ORDER TO EXTERMINATE SOUTHERNERS.

"Kill All, Spare None."

(CANTON INFORMATION BUREAU.)

Canton, 3 Sept.—It was the boast of Attila that grass never grew again where once his horse's hoof had trod. If the Peking premier, Chin Yun-peng, were to have his way no Southerner would live again where once his brother's Northern horde had warred in the South. The following is a telegram which the Tschun of Hunan has felt compelled to communicate to the Nation from his seat of government at Changsha. The original has appeared in the vernacular press in most parts of China not under the subject of the Super-Tuchunate.

THE TELEGRAM.

On the capture of Ting Shih Chiao is town in Southern Hupoh where the Peking premier's brother had his headquarters, our troops found a decoded telegram from the Peking premier, Chin Yun-peng, to his brother, Brigadier-General Chin Yun-so. It reads: "Your telegram received. The Southerners are like beasts and brutes. You are right to give them no quarter. Kill All, Spare None. Meet deceit with deceit. Fence with them. Put every chance to profit. Do not heed their talk of peace. We must kill them before the work is done. If they again make overtures, bid them go to Inspector-General Wu U-fu. You are also to act as he directs and submit your views for his approval. I have already sent you 12 machine-guns. I am also hurrying on the ammunition. My attention has been drawn to the wounded officers and men. They will be compensated. Be sure not to lose your men too much: save their strength, also your ammunition. Do not fight recklessly. Be cautious and prudent. We know not when fighting will cease. Therefore, conserve your fighting power. Your brother, Yun-peng. Noon, 13th (13th August) Seal."

A RIGHTEOUS CAUSE.

Chao Heng-ti, who is the Tschun of Hunan and, as a sworn brother of Wu U-fu, is believed to be still loyal to the latter, adds: "In the present campaign, Hunan troops are doing no more than assisting the self-government movement in the neighbouring province of Hupoh: it is a righteous cause. Yet the Peking premier dares to be so heartless and ruthless. It behooves the Nation to call him to strictest account."

WOPING MURDER.

Trial Continues.

The trial of Yung Ko on a charge of murdering an actor named Li Siu-fan at the Woping Theatre on Aug. 16th was continued before Mr. Justice Gompertz at the special Criminal Sessions to-day. The Court was again crowded with Chinese, who appeared to take a great interest in the proceedings, and there were also a few European members of the fair sex present.

Further evidence was called by the prosecution and all witnesses were put through a searching cross-examination by prisoner's counsel, Mr. F. C. Jenkin. The bamboo gate leading from the Woping Theatre lane to the Praya was brought into Court and figured largely in the evidence given by one of the witnesses.

The prisoner throughout the trial has maintained that sullen calmness peculiar to the Celestial on these occasions and he appears to be more bored than interested by the proceedings.

As the hearings at the Police Court were fully reported in the Telegraph, practically all the evidence given in the trial has appeared in print before. Owing to the lengthy cross-examination to which the witnesses are subjected it is improbable that the defence will be commenced to-day. The case is proceeding as we go to press.

WATER POLO LEAGUE.

Yesterday's Results.

Yesterday's matches at the V.R.C. resulted as follows:—
 R.G.A. 10, H.M.S. Tamar 2;
 2nd. Wiltshire 7, H.M.S. Foxglove 0.

Games for this evening:—
 5.15 p.m. R.G.A. v V.R.C.
 5.15 p.m. Club Lusitano v H.M.S. Tamar.

TO-DAY'S MISCELLANY.

Of his many duties in connection with Court ceremonial, Sir Sidney Greville has performed none more gracefully than those fall to him as secretary to Queen Alexandra. An American lady once remarked to Sir Sidney—then Mr. Greville—that she would feel very disappointed indeed if she had to receive him instead of her Majesty. Not long after she did have to put up with the substitute, and confessed in parting, "I know it is not etiquette to say so, but I feel really almost as charmed and honoured as if the Queen had been present."

A liquid that renders flesh invisible or transparent has been invented. If a hand or arm is immersed in this liquid its flesh will disappear almost entirely from view; the bones, however, will be visible, as under X-rays. The mixture makes the flesh of your hand transparent because it has the same index of light refraction as the flesh. The light rays passing through the liquid are not bent, or refracted, when they pass through the flesh though they are bent by the bones, which have a different index of refraction. Different parts of the body have different indices of refraction; any part can be made to disappear by submerging it in the proper liquid. But not all parts at once, so the magic cloak of invisibility is still to be discovered!

Unless you know the way to estimate the distance of the horizon, you are liable to make some very incorrect guesses. A good rule for calculating the distance is to take the square root of your height in feet above sea level, and add a quarter to the result. This gives the distance almost exactly in ordinary land miles. Thus at nine feet above sea level, you could see three plus three-quarters—a distance of three and three-quarter miles. At a height of twenty-five feet the horizon will be distant from you five plus one and a quarter (six and a quarter miles.) At one hundred feet above sea level, the distance seen will be twelve and a quarter miles. Sitting in a rowing boat, your eyes are only a few feet above the water and less than

two miles of water will be within your range of vision.

A wonderful piece of carving, the work of a convict who was executed twenty-five years ago, has been discovered. It is a carving of the head of the crucified Christ, done with the utmost detail in the pith of a Florida bean. It measures only an inch from the crown of the head to the throat. Every feature of the face is reproduced faithfully. Even the tears upon the cheek and the veins of the neck can be seen. The pith of the Florida bean is soft until it has been exposed to the air, and it yielded readily to whatever implement the careless jailer permitted the condemned man to retain. In the years that have elapsed since the genius completed his work the bean has hardened to the consistency of ivory. The name of the sculptor, the offence for which he went to his death, and the history of the carving have until now been lost in the swiftly-moving history of Spanish Honduras, the land where he was executed. It is certain, however, that this wonderful carving was not done for fame or money.

A gentleman relates that he put one of the growing pears on a tree in his garden into a square glass bottle, which he fixed against the wall. He then watched from day to day to see what would happen. Gradually it filled the bottle, flattening itself against the square sides, and at last burst the glass walls of its prison. Some time ago a heavy paving-stone began to rise on a pathway in a country town, and when it was removed to see what had caused the disturbance a mushroom was found growing underneath. Soft and pliable as the fungus might seem, it was more powerful than the dead weight of the stone, which must have been half a hundredweight. Enormous weights have been lifted by vegetable marrows. Some years ago one which was growing under an old disused cart, from which the wheels had been removed, actually raised this from the ground. Cucumbers, too, have performed prodigies of valour. One young cucumber found its way when very young and thin through the middle of a large marrow-bone, and as it grew larger and larger the inexhaustible force it exerted split the bone.

Between Ourselves

By Robt. MacWhirter.

Janet, she was just remarking the other night about the Singapore Cricket Club passing a new rule to keep open every night till eleven o'clock and all day on Sundays, forbye no' allowing the women folks to play tennis about the place. I have to agree wi' her that it's real mean, even for Singapore.

Now I think a club's a good thing in any community and the more so if it's a recreation club. A good thing, aye, always provided, of course, that it hasn't ower many members on it's list who are inclined to think that the success of the institution is in ratio to the total bar receipts. Mind ye, I've nothing against sport so long as it's played in daylight. A fit body means a fit mind. Provided a man keeps the more serious than a set o' stiff the worse on a Monday morning for having tramped miles after a golf-ball or for having blue lain up against the jack half-a-dozen times on the Saturday before, but when the members of a cricket club begin to cultivate a brown breath that didn't need darning, and an impediment in their step the cook boy, he had that they may as well be on the Legislative Council or the Education Committee for all the recreation they get.

There's something desperately keen about the members of a sports club when they begin to extend their activities to near the wee short oors and thinkna' o' the miles that lie between them and their home.—
 Where sits our sulky, sullen dame,
 Gathering her brows, like
 gathering storm,
 Nursing her wrath to keep it
 warm.

And ye'd think that the best to be drawn somewhere. For way o' getting over this difficulty my part I believe after all's said would be to let the womenfolks and done there's something to have the run o' the place just to be said in favour of the contention let them experience themselves that unless a cricket club wants how easily the time passes without thinking. But no', nothing something else, it should turn doing. "Dog in the Manger" is out its lights as soon as possible the motto of the Singaporeans.

The best way to get on keep the club boys working wi' folk is to take them wi' ye, overtime requires the attention o' This applies to everything in a doctor, no' an umpire. And life. No matter how right what's more forbye, if the place ye may be in a thing, get others lams' good enough for your wife to see your viewpoint and the if no' good enough for you.

going's easy. The secretary o' an association if he makes the mistake o' knowing too much is sure to make enemies. Isn't it that that ails us wi' the Government half the time, simply because it'll no' take us into its confidence but runs ram stam on her that it's real mean, even for Singapore. And because we're no' consulted we kick the harder. It's the same wi' the club and the women folks. Let them come about the place once in a while and they begin to take a proprietary interest in it and the sledging's all the easier when it comes past ten o'clock and ye come home feeling merry and bright, fit to laugh at the feeblest joke.

I mind fine when Janet first took to playing tennis. The first game or two produced nothing more serious than a set o' stiff muscles but her form soon developed into rubber-soled shoes, a golf-ball or for having blue lain up against the jack half-a-dozen times on the Saturday before, but when the members of a cricket club begin to cultivate a brown breath that didn't need darning, and an impediment in their step the cook boy, he had that they may as well be on the Legislative Council or the Education Committee for all the recreation they get.

Of course, she got tired o' it through time and gave up all idea o' entering for the ladies' championship o' the Colony but I noticed that after that when I was a bit late at the Bowling Green she wasna' inclined to mean quite so long in five late and I put it down to the fact that she'd by that time got some little idea of what happens when "o'er a' the ills o' life victorious," men get together, fair in their element.

But all the same the line has to be drawn somewhere. For way o' getting over this difficulty my part I believe after all's said would be to let the womenfolks and done there's something to have the run o' the place just to be said in favour of the contention let them experience themselves that unless a cricket club wants how easily the time passes without thinking. But no', nothing something else, it should turn doing. "Dog in the Manger" is out its lights as soon as possible the motto of the Singaporeans.

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DAY DREAMS.

If you and I could climb up there
To the golden edge of that
fleecy cloud;
Wind our way on that wondrous
stair
To the glorious light—to
sing aloud
Marvellous songs of our Great
Big Love;
The eternal theme of
eternal youth;
Taught by the angels in Heaven
above:
Secret of Life and Beauty
and Truth.
But one desire—to go all alone:
Just you and I into Perfect
Bliss:
The mighty Universe—all our
own.
What an enchanting dream
it is.
WILLIAM HILL.

THE COLLAPSE
FATALITY.

Further Details.
Further details of the collapse
at Queen's Road West yesterday
are to hand. They show that No.
315, one of the houses affected,
crashed first, and as the joists
fell from their position, the strain
was conveyed to the neighbour-
ing structure No. 313, with such
force that it was brought down
also. The party wall, however,
was left standing, and so also
were the verandahs and kitchens
of the two buildings. A number
of miraculous escapes are re-
lated and as illustrating the
frisks which often occur
in such mishaps a lark
and three kittens escaped
without even the trace of an in-
jury, notwithstanding that the
cage and basket in which they
were contained, were somewhat
crushed.

Firemen and Sanitary Board
coolies, working up to a very late
hour last night, were able to
extricate three dead bodies from
the ruins, leaving two more to be
accounted for. Of the number of
persons who escaped or were
rescued from the ruins and dis-
patched to Hospital, an official
report issued by the Police this
morning states that seven persons,
of whom two were women, were
brought out from the ruins
of No. 313, and four from No. 315,
in addition to others who escaped
without serious injuries and were
not required to be brought to the
Hospital.

No. 313 was a three-storeyed
building, the ground floor of
which was used as a carpenter's
shop, and the first and second as
dwelling quarters. The other
building which was a four-storey-
ed structure had its ground floor
occupied by a money-changer's
shop, its first floor by tenants,
and its upper floors by a sea-
man's club. Shoring are now
being put up to support
the walls and verandahs, and the
adjoining buildings which escaped
the collapse, are being cleared of
their tenants, until these have
been made safe.

On its way back from the scene
of the collapse, a fire tender came
to grief at the junction of Pedder
Street and Queen's Road. The
vehicle took too wide a curve in
negotiating the corner and was
caught in a trench that had been
dug by the Electric Company's
workmen on the south side of
Queen's Road. A coolie was in-
jured, but beyond a severe jolting
the firemen escaped. The machine
narrowly missed a tele-
phone post, and required a few
hours of work before it was
dragged from the hole.

Inspection of old houses which
are thought to have been affected
by the recent rains, is being
actively carried out by the Public
Works Department officials, and
as a result, No. 236 Des Voeux
Road West has been voted for
demolition, and the inmates
ordered to clear out.

CHINESE NEWS.

From Canton, Shanghai
and Peking.

It would appear that even now
the military situation in Kwangsi
is not quite cleared up. Our
Canton correspondent writes that
the military commanders in
Lungchow have only surrendered
one thousand rifles instead of the
five thousand agreed upon.
General Chan King-ming has,
therefore, ordered a big force of
Cantonese troops to attack that
city.

The late Kwangsi commander,
Sun Hung-ying, has been in-
structed to take his troops to the
assistance of Hunan, and has
already reported his arrival at
Changsha.

Regarding China's delegate to
the Pacific Conference telegraphic
news has been received here from
Peking stating that at a meeting
of the Cabinet, Yen Wai-ching,
the Minister for Foreign Affairs,
was unanimously recommended
to be the chief delegate.

The situation in the Yangtze
Valley is a little obscure, one
report from Shanghai stating
that large numbers of Hunan
troops have surrendered to Wu
Pui-fu, whilst Szechuen troops
in large numbers are on their
way to attack Hupeh both by
land and by sea. Ichang and
Sunan are being aimed at. Very
severe fighting is expected.
Fengtien troops are proceeding
south without the concurrence of
either Tso Kwan or Wu Pui-fu
and this has caused a wide-
spread belief that disagreement
now exists between Chan Jot-
lin and Tso Kwan. Wu Pui-fu
has expressed his determination
to crush the independence move-
ment in Szechuen and to attack
the south as a whole.

The following paragraphs are
from the Canton Times:—
Rapid strides have been made
in the movement to encourage
the consumption of home made
goods, as a result of which native
made piece goods, socks, towels,
umbrellas are now supplying 70
per cent of the business along
these lines in Canton. The
remaining 30 per cent of these
goods in the market are still being
imported from abroad, mostly
from Japan. Home made goods
are cheaper, says the vernacular
press, and the people seem to have
realized the importance of buying
goods that are manufactured at
home.

Women are also profited by the
movement to boost home in-
dustry. The factories are affording
women profitable employment.
It is reported that a woman
factory worker can earn from
\$15 to \$30 a month.

In order to have better com-
munication between the provinces
of Kwangtung and Kwangsi,
Gov. Chan King-ming has
ordered that the wireless station
in Wuchow be completed at once.
Construction work on the station
has resumed and will be finished
in due course. Gov. Chan also
expects to have more wireless
stations erected in different cities
in Kwangtung. The places will
include Shuihing, Yeungkong and
Kochow.

JUSTICE IN MANCHURIA.

Mr. Fu Chiang, Chief Justice of
the Chinese Eastern Railway
Area, has returned to Peking to
report to the Government. Legal
circles say that the removal of
Dr. Fu was brought about by
General Chang Tso-lin, who is
said to be taking such a keen
interest in the legal affairs of the
area that the legal authorities
find it impossible to carry on in-
dependently. The Russians are
awakening eagerly to see whether
General Chang's active interest
will lead to an improvement in
legal affairs, which hitherto have
caused them keen dissatisfaction.

MOTHERS REST EASY
AT NIGHT.

Who Keep Baby's Own Tablets
In The House.

Every mother knows those
nights of alarm and unrest when
the baby, or one or other of the
older children, wakes up feverish
and unwell. The problem then
is what can best be done until the
doctor comes in the morning.

The mother who keeps Baby's
Own Tablets, the Canadian
children's remedy, in the house
feels safe, for the occasional use
of these Tablets prevents stomach
and bowel troubles, and if sick-
ness comes suddenly they help
bring the little one through.

Baby's Own Tablets are an
absolutely harmless remedy for
simple fever, indigestion, con-
stipation, colic, diarrhoea, croup
and colds. They quickly allay
the pains of teething, and bring
natural soothing sleep from
which the little one awakes
rested and refreshed. They de-
stroy worms. Guaranteed free
from opiates and narcotics and to
be positively harmless even to the
youngest infant. Chemists sell
Baby's Own Tablets, or post free,
from Dr. Williams' Medicine Co.,
96 Szechuen Road, Shanghai, at
60 cents the vial.

IMPORTANT SIBERIAN
NAVAL BASES.

Mr. Washington Vanderlip
Explains Terms of
Offer to U.S.

According to report, two naval
bases on the Siberian coast, which
it is declared, would give the
United States control of the
Pacific, have been offered in
perpetuity to America by the
Moscow Soviet on condition that
the United States opens full com-
mercial relations with Soviet
Russia. This important offer is
revealed by Mr. Washington B.
Vanderlip of Los Angeles, Cal.,
head of the American syndicate
which has secured rich com-
mercial concessions. Mr. Vander-
lip has just returned from Russia,
where the final negotiations were
concluded.

The agreement between Mr.
Vanderlip and the Moscow
Government, in which the Soviet
offers the two naval bases to
America, is already in the hands
of Senator Lodge at Washington.

HARBOURS OFFERED.
One of the harbours is at
Avatcha bay on the southeastern
coast of Kamchatka. The other
is near Vladivostok. Mr.
Vanderlip pointed out that a
powerful plan: base could be
constructed to the southern port
(near Vladivostok), which is only
about three hours from the
Japanese coast by air.

While Nikolai Lenin, head of
the Soviet Government, was in
conversation with Mr. H. G.
Wells, who made a trip of
investigation to Russia, he inad-
vertently let slip the information
that two naval bases were being
offered to the United States.
When Mr. Wells was leaving
Russia, the fear arose that he
might reveal something that
would be embarrassing to the
powers concerned, so the
British writer was held on the
frontier five days on the pretext
of passport technicalities. In
the meantime, a diplomatic denial
was prepared. This information
also was revealed by Mr. Van-
derlip.

STATEMENT BY VANDERLIP.
The full details of the offer
were set forth by Mr. Vanderlip
in the following statement:—
"We have obtained from the
present Russian Government in
connection with the concession of
40,000 square miles in
Kamchatka, a concession for two
naval bases on the Russia Pacific
coast to be held in perpetuity by
the United States of America.
One is at Avatcha bay. It is a
deep water harbour, sufficiently
large to float the biggest navy in
the world. The harbour is land-
locked with cliffs. The natural
protections make it stronger even
than Gibraltar. We could make
it the strongest naval base in the
world. The second base—also a
bay—is near Vladivostok (the
eastern terminus of the trans-
Siberian railway)."

"Our agreement, which in-
cludes these rights, is in the
hands of Senator Henry Cabot
Lodge. They are conditional
only upon the re-opening of trade
by the United States with Russia.
While the Kamchatka commercial
concession is limited to 60 years
of life, these bases would be
ceded to the United States for all
time.

WELL'S REPORT CORRECT.
"The report which H. G.
Wells brought from Russia
regarding this was per-
fectly correct. He obtained
his information through a diplo-
matic slip of the tongue by Lenin
himself. At that time, publica-
tion of the news might have
caused diplomatic difficulties
with Japan. Our fleet then was
divided in the Atlantic and
Pacific. There was a hurry of
excitement at the Kremlin
(Lenin's official residence at
Moscow) when a subordinate in-
terpreter, a former London news-
paper man, called his chief's
attention to the slip that had
been made revealing the naval
base plans to Wells.

"Wells was leaving Moscow on
the following day. I learned of
the incident and went to George
Tchitcherine, (the Commissary for
Foreign Affairs in the Soviet).
Upon my advice, Wells was stop-
ped at the frontier for five days
on a technicality regarding his
passport. In the meanwhile, a
diplomatic denial was prepared
and issued. We both agreed to
discredit. Wells as a novelist and
a dreamer because of the urgency
of the situation with its possibi-
lities of a threat against our peace
at a time when we were unpre-
pared. The situation demanded
that any fears in the East be
allayed quickly.

DAIRY FARM NEWS.

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"Dairy Maid" ... 1.35 "

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Australian Cheddar ... 1.00 "
Picnic (own make)50 a Jar.
Coulommier (own make)40 per pal.

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Haddocks ... 70 "
Kippers ... 60 "
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ECONOMY
SOLE AGENTS
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GETZ BEST
BIRD
SEED

THE WORLD THEATRE.

A
GRAND BENEFIT CONCERT

will be given at the World Theatre
on FRIDAY, September 9th at 9.15 p.m.
In aid of the widow of the late Lance-Corpl. Way,
2nd Wilts. Regt.
Under the distinguished patronage of:—
H.E. the Governor
H.E. Lieut.-General Sir George Kirkpatrick
The Commodore
Lt.-Col. Wyndham and Officers 2nd. Wilts. Regt.
The Wilts Band will be in attendance, and the programme
has been organised by Mr. Crow, local talent kindly supporting.
Prices:—\$2, \$1, and 60 cents.

Wells brought from Russia
regarding this was per-
fectly correct. He obtained
his information through a diplo-
matic slip of the tongue by Lenin
himself. At that time, publica-
tion of the news might have
caused diplomatic difficulties
with Japan. Our fleet then was
divided in the Atlantic and
Pacific. There was a hurry of
excitement at the Kremlin
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and issued. We both agreed to
discredit. Wells as a novelist and
a dreamer because of the urgency
of the situation with its possibi-
lities of a threat against our peace
at a time when we were unpre-
pared. The situation demanded
that any fears in the East be
allayed quickly.

TURNED CONTRACT OVER TO
LODGE.

"A few weeks later I arrived
in New York on December 4. I
went to Washington to see Sena-
tor Lodge but he was ill with
influenza. After waiting a few
days in hope that he would re-
cover sufficiently to see me, I
turned over to his secretary
copies of my contracts drawn at
Moscow. I would not trust the
Wilson administration, then in
power, nor would I allow them
to know the details. I was ad-
vised not to mention the facts
to other government officials.
Soon after the Harding
administration came into office
on March 4, as we all know, the
Atlantic fleet moved into the
Pacific. News of this reached
me in Russia (for I was in Russia
at the time) and now I feel free
to make this announcement.

COVETED BY BRITISH.
"The British have coveted
Avatcha bay for 150 years. They
fought a naval battle for it 113
years ago. Russian dictum is
that whoever controls Avatcha
bay controls the Pacific ocean.

LODGERS BANNED.
Tenants of the Bedouin Coun-
cil's new houses are forbidden to
take lodgers or to keep pigeons
or fowls.

NOTICES.

J. T. SHAW

TEL. 892

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SILK SOCKS

IN BLACK, WHITE, GREY, ETC.

CELLO GARTERS

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JAMES STEER.

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CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL

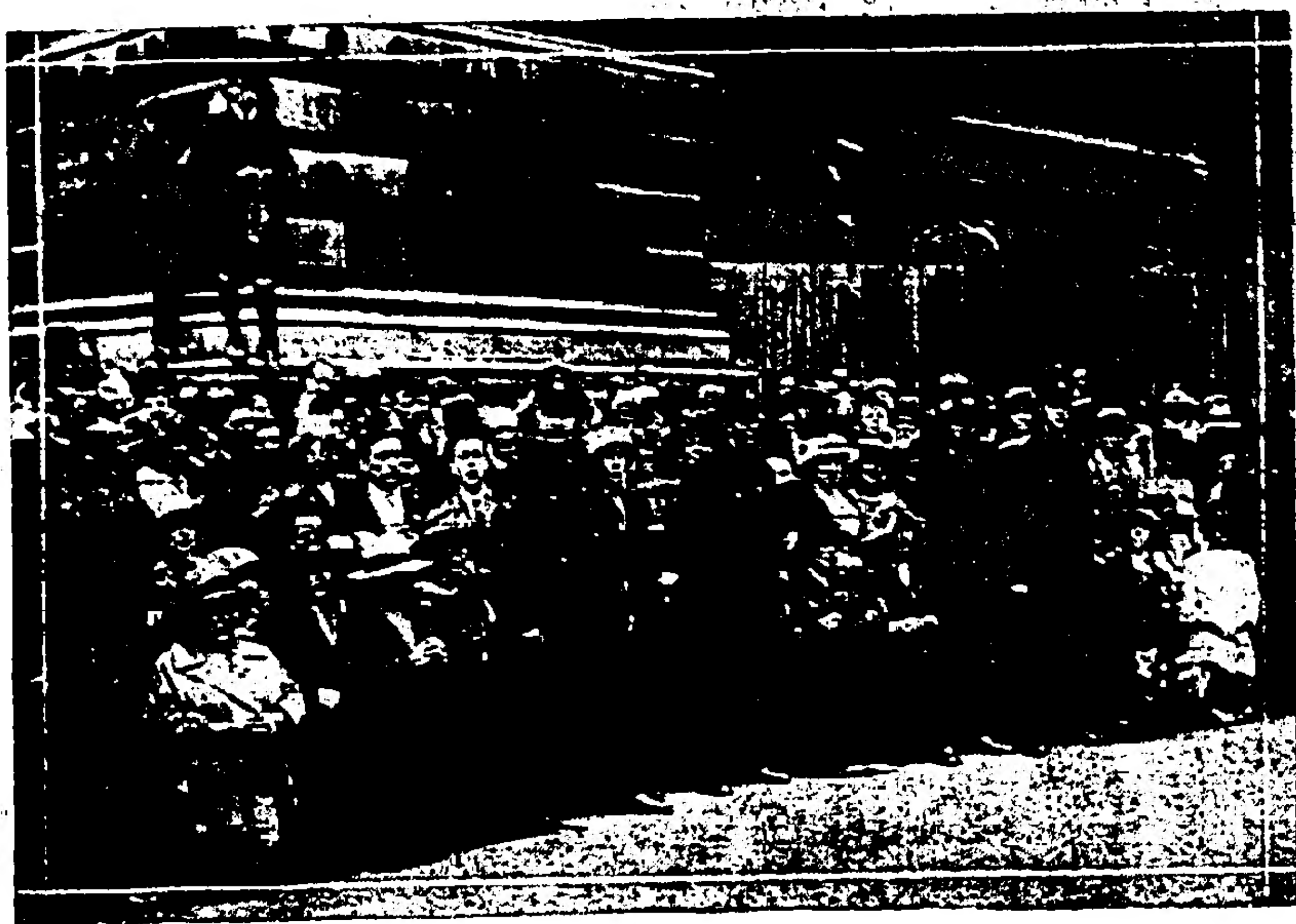
INSTRUMENTS REPAIRED UNDER MY

PERSONAL SUPERVISION.

TEL. 2877.

TEL. 2877.

CAMERA NEWS



Large crowds of English well-wishers and a large sprinkling of Irish sympathizers witnessed the arrival of the Irish delegation. Many in the crowd recited the Rosary, which they reverently did in the presence of policemen, who were on duty keeping back the vast crowds from the barricades at Downing Street.



Tom Gibbons, who has been signed up to fight Carpenter for the light-heavyweight championship of the world.



One horse failed to top the bars and went down. Two mounts, following closely, piled on top of the fallen horse and his rider. The riders escaped with a few scratches. They were members of the Royal Engineers at the Aldershot horse show.



This is one of the few photographs ever taken of a group of women of the Buddhist faith. On the extreme right is Baroness Takeko Kujo, a social leader and considered of the highest type of Japanese womanhood and beauty.



The Queen of Belgium decorated the graves of 87 Belgian soldiers at St. Mary's cemetery at Kensal Green. The photograph shows her sprinkling the graves with holy water before placing the wreaths.



This is what was left of the aeroplane of Harry Hawker after he crashed to death at Burnt Oak, Hendon. Hawker gained world-wide fame when he became lost at sea in an attempt to fly across the Atlantic.

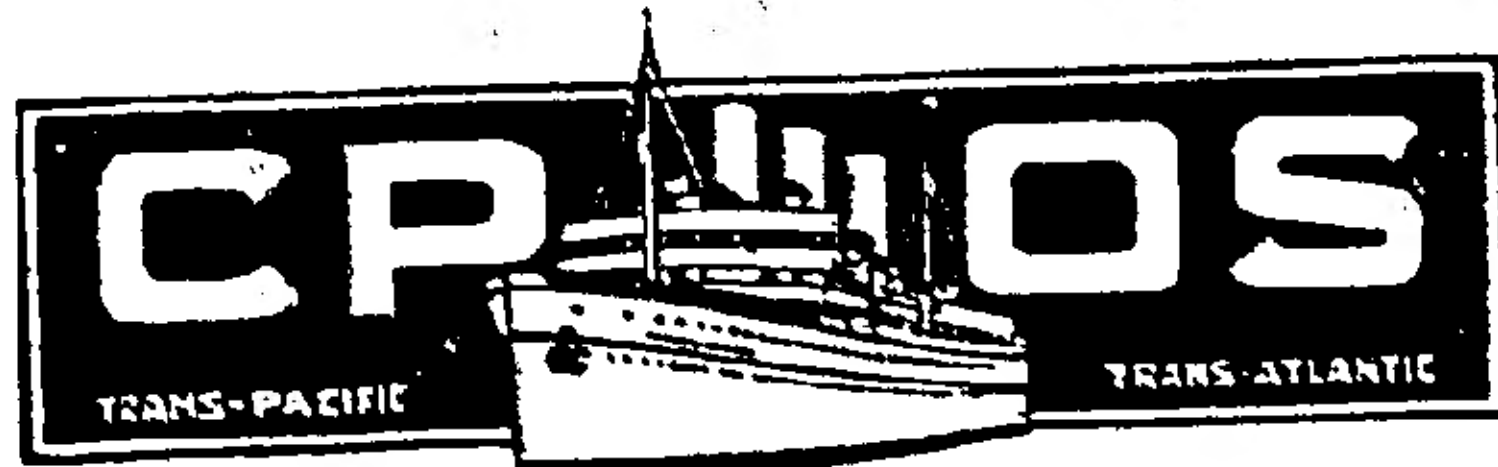
DOINGS OF THE DUFFS

Tom Gets a Few Quotations

BY ALLMAN



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E. Asia	Sept. 12	Oct. 3	E. France	Oct. 13	Oct. 25
E. Japan	Sept. 19	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Sept. 26	Oct. 18	E. France	Oct. 25	Nov. 2
Montevideo	Sept. 26	Oct. 18	E. Britain	Nov. 2	Nov. 4

Other Atlantic sailings every few days to Liverpool, London.

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"THE PATHWAY OF THE SUN"

STEAMER	FROM HONGKONG	DEPART	STEAMER	TO SAN FRANCISCO	ARRIVE
TENYO M.	Sept. 9	Sept. 9	TAIYO M.	Oct. 17	Oct. 17
KOREA M.	Sept. 16	Sept. 16	TAIYO M.	Oct. 24	Oct. 24
SHINYO M.	Sept. 23	Sept. 23	SIBERIA M.	Nov. 13	Nov. 13

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STEAMERS TONS LEAVE HONGKONG

GINYO MARU 16500 Sept. 25th

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For full information regarding passengers, freight, and sailings apply to—

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(Via Shanghai, Japan & Honolulu)

"WEST HENSHAW" ... 28th September.

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NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,

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Eldridge ... For Manila ... Oct. 11.

Silver State ... Oct. 22 ... Nov. 11.

FOR HONOLULU & SAN FRANCISCO.

S.S. HAWKEYE STATE ... September 20.

From Hongkong Arrive San Francisco

S.S. HAWKEYE STATE ... Oct. 2 ... Oct. 24.

FOR TRIESTE & HAMBURG.

S.S. CROOK ... September 12.

FOR PORTLAND DIRECT.

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S.S. Pawlet ... Sept. 26.

Coast ... Oct. 13.

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Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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FOR HAIPHONG via Hoihow & Pakhoi

S.S. "HOZUI MARU" ... on or about 15th September.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIRWA MARU" ... on or about 15th September.

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Tel. No. 155.

Top Floor, King's Building.

Tel. No. 140.

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The following Unclaimed Telegrams are lying here:—

Chen Passenger Ascarius Bluefunnel from Amoy.

Jido-hio Steamer Korean from Kobe.

Nam Yeewoocheong from Shanghai.

Listupoo Chehing Tip Street West Point from Shanghai.

Chongling Desvoeux Road from Shanghai.

Manhingcheong Queen Road Every from Shanghai.

TH. KRING,

Superintendent.

Hongkong, Sept. 1, 1921.

Joseph Kegan American Agent from Calcutta.

Nanbrotoha, from Bangkok.

M. E. F. AIREY,

Superintendent.

Hongkong, Sept. 1, 1921.

JAPANESE M.P.'S IN EUROPE.

Ten members of the Japanese Diet arrived in London last month.

from the United States, where they have been studying post-war conditions.

During their stay in London they will study the changes wrought by the war, but will try to strengthen the bond of unity between Britain and Japan.

The Japanese M.P.'s will travel to France and Belgium.

COMMERCIAL NEWS.

RICH CROP IN MONGOLIA.

It is reported in Chinese circles that throughout Eastern Mongolia a rich crop such as has not been seen in recent years, the increment of harvest of various cereals ranging from twenty to thirty per cent on the normal year.

BRITISH ACTIVITY AT DAIREN.

According to the Manchuria Daily News, British capitalists are waking up to the importance of retail stores in the Far East.

It reports that since last autumn, a British capital concern has been planning to found a department store for British-made goods at Dairen. Likely sites are being sought at the central locations in the city.

FIRE AT DRY GOODS STORE.

Two million yen damage was caused by a fire which broke out in the Daimaru, a large dry goods store at Kyoto. The building was rapidly consumed and the fire spread to an exchange office and several brokers' offices. As the conflagration occurred in the business centre of the city, where several banks and other important buses are situated, great excitement prevailed for a time.

SOVIET BUYS 5,000 TONS OF AMERICA FLOUR.

Purchase for the Russian Soviet Government of more than 5,000 tons of flour from mills in New York State and the middle West has been announced by the American producers Export Corporation of New York. The first cargo consisting of 2,000 tons, left for Petrograd on the Norwegian steamship Storaker. The flour was purchased through a London branch of the corporation.

FAMOUS STEEL WORKS CLOSES ITS GATES.

Sheffield's world famous trade in crucible steel has been almost paralysed by the excessive cost of production. This is reflected in the decision of William Jessop and Sons, Limited to close their works temporarily. Normally they employ 1,500 workers. A few years ago the firm was amalgamated with the Birmingham Small Arms Company, Limited. It had been in existence a century and a half, and at one time was the biggest crucible steel producer in the world.

EMPIRE PATENT.

The question of an Empire patent was discussed by a special conference of overseas representatives at the Colonial Office last month. A resolution was passed recommending that a conference of representatives of the Patent Offices of the Dominions should be held in London at an early date to consider the practicability of instituting a system of granting patents which should be valid throughout the Empire. Full sympathy was expressed with the object of reducing rates both by cable and wireless for Press messages, and the conference recommended the most favourable examination by the Governments concerned of any practicable proposals to this end.

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HONGKONG TO SINGAPORE.

S.S. NILE S.S. CHINA S.S. NANKING

Oct. 4th Oct. 15th Nov. 23rd

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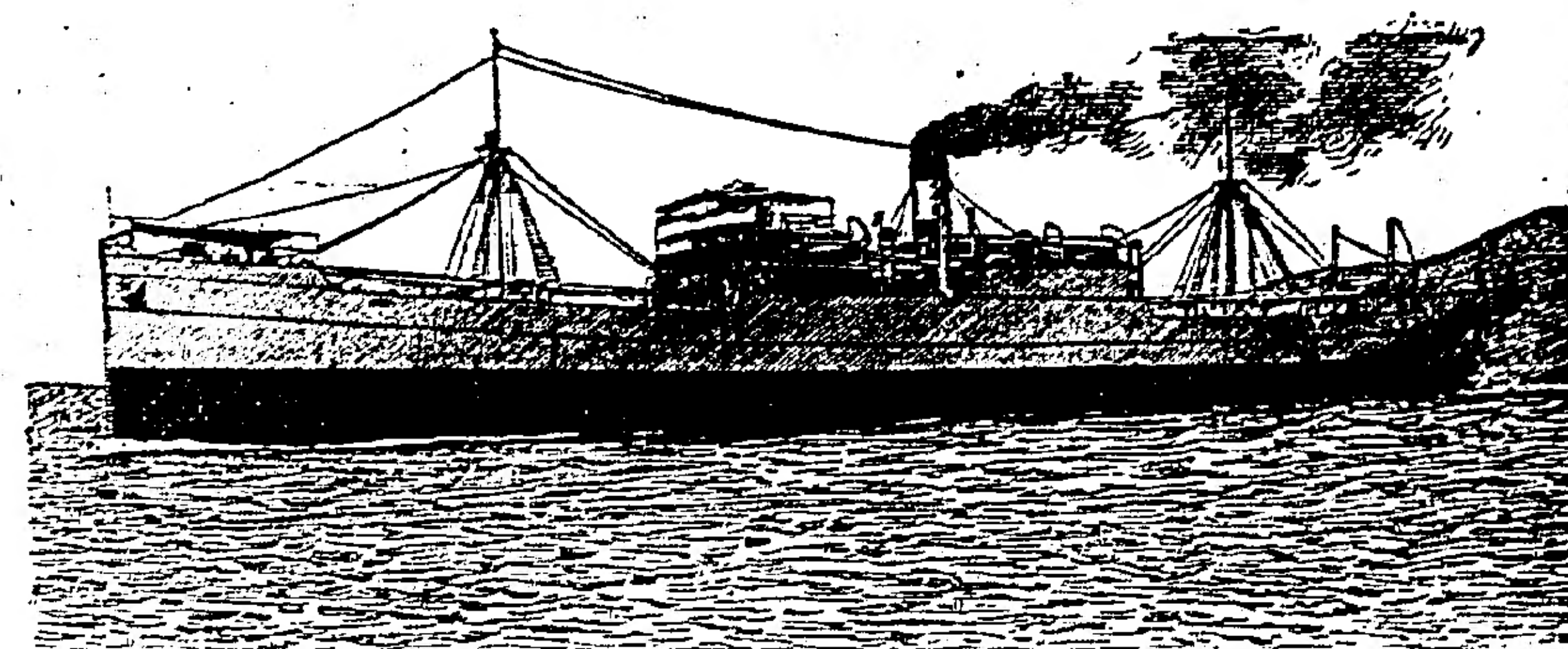
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PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KASHMIR	9,000	6 Sept. 11 a.m.	M'les. London & Antwerp.
DILWARA	5,400	13th Sept.	Spore, Colombo & B'way.
KHYBER	9,000	16th Sept.	M'les. London & Antwerp.
KHIVA	9,000	16th Oct.	M'les. London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

A. APCAR	4,510	9th Sept.	Calcutta via Straits.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	22nd Sept.	(Melbourne via Manila, Thursday) Hankow, Tientsin, Kobe, Yokohama, and Sydney.
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SAILINGS TO SHANGHAI & JAPAN.

TAKADA	7,000	9 Sept. 11 a.m.	Amoy, Shanghai & Kobe.
KHIVA	9,000	13th Sept.	Japan via Shanghai.
SARDINIA	6,600	25th Sept.	Japan via Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

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N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU (Omitting Keelung) Friday, 9th Sept. at 11 a.m.

KASHIMA M. (Omitting Manila) Tuesday, 4th Oct. at 11 a.m.

SCWA MARU (Nagasaki direct) Saturday, 25th Oct. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

KITANO MARU ... Friday, 16th Sept. at 11 a.m.

INABA MARU ... Friday, 30th Sept. at 11 a.m.

HAMBURG, LONDON & ROTTERDAM.

MITO MARU ... Middle of October.

LIVERPOOL, GLASGOW & MARSEILLES.

LISBON MARU ... Monday, 3rd October.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday.

Island, Townsville & Brisbane.

TANGO MARU ... Tuesday, 26th Sept. at 11 a.m.

NIKKO MARU ... Tuesday, 18th Oct. at 11 a.m.

NEW YORK & CUBAN PORT VIA PANAMA.

DAKAR MARU ... Tuesday, 20th Sept.

DURBAN MARU ... Thursday, 29th October.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU ... Monday, 19th September.

KAWACHI MARU ... Middle of November.

BOMBAY & COLOMBO via Singapore & Penang.

TAMBA MARU ... Wednesday, 7th September.

TATSUNO MARU ... Tuesday, 20th Sept.

CALCUTTA & RANGOON via Singapore & Penang.

NAGATO MARU ... Monday, 12th Sept.

NAGANO MARU ... Saturday, 24th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 16th Sept. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

BENTEN MARU ... Thursday, 8th September.

IMO MARU ... Friday, 16th Sept. at 11 a.m.

For further information apply to **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on	Will leave on	For
Tjisalak	Java	in port	7th Sept.	via Shai Japan
Tjitaroeni	Japan	4th Sept.	8th Sept.	Java
Tjilatjap	Java	8th Sept.	12th Sept.	Saigon
Tjikini	Amoy	9th Sept.	12th Sept.	Soerabaya

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING**JAVA PACIFIC LIJN.**

NEXT SAILING:

Steamer	From	Expected on	Will leave on	For
Staaloor	Java	31st Aug.	8th Sept.	San F'co direct

Through Bills of Lading issued to U.S.A. and Canadian

Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**REGULAR SAILINGS TO NEW YORK & BOSTON**

FOR NEW YORK VIA SUEZ.

S.S. "KENDAL CASTLE"

Sailing on or about 30th September.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black

Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also

accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA" ... Sailing in the middle of October.

FOR SHANGHAI.

S.S. "PERSIA" ... Sailing on or about 3rd October.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

Sailing from Colombo to South African Ports:—

S.S. "UMONA" ... Sailing the beginning of September.

S.S. "UMVOLOSI" ... Sailing on or about 30th September.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LTD.

Telephone 1039

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong	Leaves Hongkong
CHANGSHA	15th Sept.	19th September.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

Steamer	Sailing
London, Rotterdam Hamburg	Sandon Hall 24th Sept.
London, Rotterdam Hamburg	H'burg & G'gow, Kentucky, 3rd Oct.

For particular of sailings ships are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. (Agent)

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENAPP"	15th Sept.
S.S. "CARNARVONSHIRE"	26th Sept.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENAMOY"	12th Sept.	GLASGOW, L'DON & ROTTERDAM
"GLENARA"	25th Sept.	GENOA, R'DAM, H'BURG & HULL
"GLENARIFFE"	26th Sept.	GLASGOW & ROTTERDAM
"GLENAPP"	27th Oct.	GENOA, L'DON & R'DAM & H'BURG

Movements are subject to change without notice.

For freight or further particulars please apply to:—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3896.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailing
HAIPHONG via Hoihow	Loksang	Wed. 7th Sept. at 8 a.m.
BANGKOK via Swatow	Leesang	Wed. 7th Sept. at noon.
SHANGHAI & Tsingtau	Tungshing	Wed. 7th Sept. at noon.
STRAITS & Calcutta	Namsang	Wed. 7th Sept. at 3 p.m.
SANDAKAN	Hinsang	Thur. 8th Sept. at noon.
MANILA	Yuenang	Fri. 9th Sept. at 3 p.m.
SHANGHAI	Walsing	Tues. 13th Sept. at noon.
KOBE via Shanghai	Lalsang	Thur. 15th Sept. at 10 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNED LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on or about Wednesday, 7th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

For	Steamers	To Sail
AMOI & SHANGHAI	Sunning	8th Sept. at 9 a.m.
WEIHAIWEI, CHEFOO, NEW.		
CHWANG & TIENTSIN	Muichow	9th Sept. at 4 p.m.
SHANGHAI & TSINGTAO	Yingchow	10th Sept. at 4 p.m.
SHANGHAI	Sinkiang	13th Sept. at noon.
H'HOW, P'HOI & H'PHONG	Kailong	14th Sept. at 9 a.m.
SHANGHAI	Soochow	15th Sept. at noon.
SHANGHAI & TSINGTAO	Suiyang	17th Sept. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAULS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtau (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Agents.

Hongkong Sept. 6, 1921.

DOUGLAS STEAMSHIP CO. LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 4 to 10 days.)

Steamships	Captain	Leaving
Hailong	W. Couper	WED., 7th Sept. at 2 p.m.
Hailong	W. C. Parnmore	FRI., 9th Sept. at 2 p.m.
Haiching	A. H. Stewart	TUES., 13th Sept. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Borneo Maru" ... Sailing on 9th September.

FOR JAPAN.

Ports of call:—Mojil, Kobe, Osaka and Yokohama.

S.S. "Macassar Maru" ... Sailing on 13th September.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraphy. For further particulars please apply to:—

K. SUZUKI,

Manager.

No 5, Queen's Road Central. Tel. No. 2235.

SHIPPING NEWS.

"FRISCO'S" IMPORTS.

At the present time the largest shipper of goods to the port of San Francisco is British India.

NEW MOTORSHIP.

The East Asiatic Co.'s motorship Malaya is expected to arrive at Shanghai during this month.

LIFE BOAT IMPROVEMENT.

Mr. J. H. Coolhaas, marine superintendent of the J. & J. Line, has patented an improved release for life buoys.

"SHELL'S" FLEET.

New steamers building for companies affiliated with the Shell Oil combination are taking the names of various kinds of sea shells.

R.I.S.N. CO.

It has been decided by the British India Steam Navigation Co. to call all their motor ships by names commencing with the letter "D," the first letter of the word "Diesel."

SAILING VESSEL'S BAD TIME.

The annual report of the Norwegian Shipowners' Association points out that sailing ship owners have had a bad time since the war in consequence of the slump in freights and of the high cost of repairs.

SUEZ CANAL RATES.

The reduction of 25 centimes per ton in Suez Canal transit dues, promised in the annual report of the Company, will take effect as from October 1 next. On and after that date the dues for loaded ships will be 8 frs. and for ships in ballast 5 frs. 50 centimes per ton.

HAMBURG-AMERICA LINE TO THE F.E.

The Hamburg-America line is reported to be considering the opening of a Far Eastern service next February. It has ordered the construction of three passenger ships of 22,000 tons, of which two, it is said, will be put on the Far Eastern line.

NORWEGIAN BARQUE MISSING.

Another of the few remaining large sailing vessels has been posted as missing. This is the Norwegian barque Startskog, which left Norfolk, Virginia, on October 14 last, for Buenos Ayres, with a cargo of 3,671 tons of coal. The Startskog was a steel four-masted barque of 2,397 tons gross, built at Port Glasgow, in 1894, as the Inverness-shire for Messrs. Thos. Law & Co. She was sold to Norway in 1915.

SHIPBUILDING EXHIBITION IN LONDON.

There is to be another Shipbuilding, Engineering and Machinery Exhibition at Olympia—from September 7 to September 23—and the hope is expressed that it will be more preponderantly British than was its predecessor of 1919. On that occasion one of the most central positions was occupied by a Dutch firm. This year the big floor space will, it is said, be utilized almost wholly for a great display of the resources of British shipbuilding and engineering; and the foreign element will be confined to exhibits by a few Scandinavian and American companies. The most important section will be marine engineering, and oil fuel and internal combustion engines will figure prominently in this department. There will also be sections for steam and other engines, engine and boiler fittings, auxiliary machinery and refrigeration, heating and sanitation, cargo-handling gear, acetylene cutting and welding, and, as a matter of course, naval architecture.

WIRELESS TELEPHONY.

Signor Marconi pins his faith to trans-Atlantic telephonic communication by wireless instead of by cable despite the recent successful experiments in America connecting Cuba with the mainland in a telephone circuit extending 5,000 miles. "I still think," he said, "that the only satisfactory method of telephoning across the Atlantic is by wireless. At present we can only do a short distance by cable-telephone—from London to Paris is as far as we can do now. In attempts to communicate with Spain we have failed. Up to 100 or 200 miles of cable it works. With 1,000 miles or more of cable it won't work. Wireless telephony, of course, has not yet been developed to the same extent as the wire telephone, but it is being rapidly improved. We have not done anything like 5,000 miles thus far. We have spoken successfully from London to Rome, and we have got words through to America, but not in a commercial or practical way. At present there are certain disturbances of the waves space, the cause of which has yet been discovered."

